The rental charges w[illegible] begin on the date of arriv[illegible] the trucks
at Dillard,so that date should be given in your first report.

P.R.#29

Dec.10th,1919

Mr.Clement F.Waite,
Camas Valley,Ore.

Dear Sir:

Herewith I am sending you a copy of my letter to John Hampshire of Grants Pass. Mr.Hampshire informed the writer by telephone that they have something like 200 tons of material to move from Dillard to their camp after which there would be more or less idleness of the machines. No difinite length of time has been stated for them to retain the trucks but it is assumed that they will keep them for several months.

At the time of sending in your monthly equipment inventory please also make areport on these trucks giving information as definite as you have at hand. If any charges other than the minimum monthly amount are to be made,same will be based on your report.

Yours respectfully,

~~HERBERT NUNN~~
State Highway Engineer
By

The rental charges will begin on the date of arrival of the trucks at Dillard,so that date should be given in your first report.

PR#29

December 5, 1919.

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accordance with a letter received from your office under date of December 4th, we are sending you under separate cover, blue print plans for log culverts and pipe culvert headwalls to be used in connection with Federal Aid Project No. 29.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

PR #27

December 4, 1919.

Mr. W. E. Chandler,
District Engineer,
304 Coke Bldg.,
Marshfield, Oregon.

Dear Sir:

We are in receipt of your letter of the 2nd inst., relative to letter from this office regarding quantity summary sheets on the Remote Camas Valley Section, Unit No. 2.

The letter which we wrote Mr. White applied only to the amounts which were shown in the "Preliminary Estimate" column. It is intended that this column shall always be a copy of the original contract items, and any changes which take place during the course of the work are taken care of in the "Estimate Corrected to Date" column. You will note that our letter does not criticise the use of any items which you may find it advisable to use, but simply requested the correction of the discrepancy which existed between the "Preliminary Estimate" amounts shown, and the amounts that appear in the contract. In the present instance, your decision to use the log culverts instead of corrugated iron pipe will show up as an under~~over~~run in your favor.

Trusting that this explains the matter to your satisfaction, we are

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

J D-MM

FORM 4 10M-11-19

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR#29

RECEIVED
DEC 3 1919
STATE HIG
EER

304 Coke Bldg.
Marshfield, Ore
December 2, 1919.

Mr. Herbert Nunn
State Highway Engineer
Salem, Ore.

ATTENTION MR. PROBERT.

Dear Sir:

I am in receipt of a letter from Resident Engr Waite, in which he quotes the following paragraph from a letter from your office:

Quantity summary #1, Unit #2.

" We note that on your preliminary estimate column, you are including $806.00 for four by four cedar log culverts. This item should not be included as it is taken care of by the accepted alternate 36" Galvanized iron pipe. This will leave a total preliminary estimate amount of $198,720.60."

I have instructed Engineer Waite to use Corr. Iron in all sizes up to and including 24", and if convenient use 30". I arrived at that conclusion from the fact that the contract price for wooden culverts, approximately 12" larger than would be required if pipe were used, would be more expensive than the pipe for the above mentioned sizes. But beginning with the 36" pipe, I concluded that the 48" log culvert would be the cheaper.

The culvert in question is a 48" log, 124 ft. long. This, at $6.50 per foot would cost $806.00. The 36" pipe at contract price of $7.25 per ft. would cost $899.00. In addition to this a rubble headwall at each end, 3.92 cu. yds., at contract price of $17.50 per cu yard would be $68.60 more. This makes a total of $967.60 for the pipe as against $806.00 for the log culvert, which is a difference of $161.60 in favor of the log culvert.

Kindly let me know how I am in error, and what standard to use in determining where to draw the line between the useing of Corr. Iron Pipe, and Cedar Log Culverts, so that my instructions may be in harmony with your general practice.

Yours very truly,
Wm R Chaney
District Engineer.

P.R.#29

December 3, 1919

Mr. John Hampshire & Co.,
Grants Pass, Oregon.

Gentlemen:

In reply to your letter of the 2nd instant, we have a two ton truck here in Salem that we could let you have for the purpose stated. This truck is equipped with a stationary steel body, 9½ feet long, 3¾ ft. wide and 3 ft. deep. The truck is a Nash-Quad, four wheel drive, and in first class condition.

The rate of rental would be $1.50 per hour, with a minimum monthly charge of $275.00, you to furnish all gas, oil and etc.and the cost of all labor incident to the upkeep of the truck. The state will furnish the necessary repair parts.

If you wish to use this truck, under the above conditions, kindly send us shipping instructions.

Yours respectfully,

HERBERT NUNN
State Highway Engineer
BY

RVH/DR

O.R #1

November 28, 1919.

Mr. C.F. Waite,
Resident Engineer,
Camas Valley, Oregon.

Dear Sir:

We are in receipt of your extra bill No. 1 on the Remote-Camas Valley Section, which are apparently to be paid as an extra work item. Insofar as this bill does not appear to be properly charge~~d~~able as a construction item, we are not passing payment on this as an ordinary extra work bill. We are making payment for this work on a separate vouches and segregated to account 346, respective amounts to the job prefixes which you have indicated.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JWD-MM

O.P. #1

November 28, 1919.

Mr. C.F. Waite,
Resident Engineer,
Camas Valley, Oregon.

Dear Sir:

We are in receipt of your extra bill No. 1 on the Remote-Camas Valley Section, which are apparently to be paid as an extra work item. Insofar as this bill does not appear to be properly charge~~s~~able as a construction item, we are not passing payment on this as an ordinary extra work bill. We are making payment for this work on a separate voucher and segregated to account 346, respective amounts to the job prefixes which you have indicated.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JWD-MM

Chandler — Marshfield R#29

S. H. D. FORM 39 8-14-17

STATE OF OREGON—HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Nov 24 NOV 24 1919, 1919

County of Douglas
Week from Nov 16 to Nov 22
Highway Coos Bay Roseburg
Number in party 4
Section Remote to Camas Valley
Survey will be completed
Camp location 8 mi west of Camas Valley Ore
Mail address Camas Valley Ore. Freight & Express Roseburg Ore

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Staking Right of way and referencing line. Station gauges do not remain. Work didnot look good to install gauge at Alton 1215. Other at Windy undecided. Making up lists of culverts both iron and log for contractor. Let contractor for log culverts in just Saturday decision unknown. Small crew work all week, about five men.

ORIGINAL

RECEIVED
DEC 5 1919
STATE

Signed Clement F White
CLEMENT F. WHITE
Title R.E. Resident Engineer

P.R.#29

November 19, 1919.

Mr. W. E. Chandler,
504 Coke Bldg.,
Marshfield, Oregon.

Dear Sir:

Will you please advise this office regarding the dates of beginning of actual pay quantity construction on the following Post Road Projects:

Project No. 29 - Remote-Camas Valley, Unit No. 1, Contract No. 207
Project No. 29 - Remote-Camas Valley, Unit No. 2, Contract No. 208.

The Office of Public Roads is very desirous of being given immediate notification regarding the beginning of work on all Post Road Projects, and we will appreciate having you give this your attention in order that we may comply with their request in this matter.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JWD-MM

P.R.#29

CONSTRUCTION
RAILROADS
HIGHWAYS
IRRIGATION

MINES
INVESTIGATION
DEVELOPMENT
OPERATION

JOHN HAMPSHIRE & COMPANY

SUCCESSORS TO
AMERICAN EXPLORATION & CONTRACTING CO.

Grants Pass, Oregon.
October 15th, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

My dear Sir:

Referring to a conversation I had with you and Mr. R. A. Booth in his office at Eugene last Monday, regarding personal surety for the Remote-Camas Valley contract, I am enclosing a signed financial statement of Mr. M. S. Boss, who is associated with me in this particular contract.

Very truly yours,

John Hampshire

Encl.

JH/H.

FINANCIAL STATEMENT OF

M. S. BOSS.

Real Estate and Personal Property, City of Portland, Oregon,	$15,000.00
Improved farm land, Hill County, Montana,	20,000.00
Stocks and Bonds,	11,760.00
Cash in Bank,	7,500.00
	$54,260.00

I carry Sixty-two Thousand Dollars life insurance.

M. S. Boss

- FINANCIAL STATEMENT JOHN HAMPSHIRE -

Construction Equipment:

2 Steam Shovels (New) Horses, Cars Track, Camp Equipment, Trucks and Automobiles, Grader, etc.	$ 40,000.00

Stocks and Bonds:

Twohy Brothers Company 50 shares Book Value	15,000.00
The Dalles Lodge No.303 B.P.O.E. Bldg. Bond	200.00
Empire and Republic Oil Co. Stock 1560 shares	1,560.00
Liberty Bonds and War Saving Stamps	4,200.00
Real Estate	3,500.00
Undivided 1/5 interest in Queen of Bronze and Cow Boy Copper Mines	70,000.00
Cash in Bank	5,604.50
Final Estimate and Retained Percentage U.S. Bur. Pub.Roads	43,984.67
" " " " " Oregon Highway Commission	7,156.41
	$ 191,205.58

- LIABILITIES -

Bills Payable	$15,300.00	
Sundry Items	1,700.00	17,000.00
Net Worth		$ 174,205.58

Carry ($60000.00) Sixty thousand dollars life insurance

------------ John Hampshire

UCTION
LROADS
HIGHWAYS
IRRIGATION

MINES
INVESTIGATION
DEVELOPMENT
OPERATION

JOHN HAMPSHIRE & COMPANY

SUCCESSORS TO
AMERICAN EXPLORATION & CONTRACTING CO.

Grants Pass, Oregon.
October 28th, 1919.

Mr. Roy A. Klein, Secretary.
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

We are returning herewith four copies each of the contract for Unit No. 1 and No. 2 of the Remote-Camas Valley section of the Coos Bay-Roseburg Highway in Douglas County. We have signed all copies as requested.

Regard to the matter of bond, we have this up with Mr. Booth and Mr. Nunn in reference to a personal bond and suppose it will be passed on at the next meeting of the Commission, however, in the meantime we are establishing camp and perfecting our organization on the work.

Very truly yours,
JOHN HAMPSHIRE AND COMPANY
By John Hampshire

JH/H.

Encls.

October 30th., 1919.

John Hampshire & Co.,
Grants Pass, Ore.

Gentlemen:-

The matter of accepting personal Surety rather than corporate surety on your bond in connection with your contract for the construction of the Remote-Camas Valley section of the State Highway, has been handed to me for investigation and report to the Commission.

I note from financial statement of Mr. Boss, furnished the Commission, that among other items of property he has stocks and bonds in the sum of $11,750.00, and real estate in Hill County, Montana, in the sum of $20,000.00, also real estate in Portland in the sum of $15,000.00.

I note, too, from your financial statement that you have stock in several corporations, also some liberty bonds and war saving stamps.

I write now to know whether or not if the Commission accepts the bond offered by you and signed by Mr. Boss as security, you would be willing to deposit with the Commission a certain amount of your share of the stock, or your bonds, and whether or not your Surety would do likewise, as further protection to the Commission?

The situation is simply this: that the amount of your contract is between $300.00 and $400.00, and unless the Commission required a safe and satisfactory bond the law makes them individually liable, and I want to protect the Commission in every way possible.

Please let me hear from you at an early date on this matter so that I can take it up with the Commission at their next meeting, November 4th. Will you likewise have your banker furnish me a statement with reference to your liability, also the liability and standing of your Surety.

Yours truly,

JMD:AF

Assistant to the Attorney General.

November 14th., 1919.

John Hampshire & Co.,
Grants Pass, Ore.

Gentlemen:-

At the request and under the instructions of the Highway Commission I have prepared a bond to accompany the contract which you have with the Highway Commission for the construction of Units One and Two of the Remote-Camas Valley Section of the Coos Bay-Roseburg-Highway in Coos County.

The bond which I have prepared follows the form adopted by the Highway Department with the additions which it was necessary to make in connection with your agreement with the Highway Department to furnish personal surety rather than corporate surety bond. You will note also that I have made the one bond cover both units.

I am enclosing four copies of the bonds, and will ask you to execute them on behalf of the John Hampshire Company, having all members of the company sign, unless the company is incorporated, and in that case it will have to be executed in the regular manner and method required of corporations. Also have each copy signed by Mr. Gross, and then return the four copies to me so that they can be attached to the original contract, after which a copy of the contract and bond will be returned to you and one to your surety.

Yours very truly,

JCD:AF

Assistant to the Attorney General.

Enc. 4

SP#29

OREGON STATE HIGHWAY DEPARTMENT OREGON FEDERAL AID PROJECT#29

FOR IMPROVING UNITS NO.1 AND NO.2 OF THE REMOTE-CAMAS VALLEY SECTION OF THE COOS BAY-ROSEBURG HIGHWAY IN COOS AND DOUGLAS COUNTIES

- - - - - - - - - - -

Detailed Estimate to be used as Basis for Project Agreement

- - - - - - - - - - -

Unit No. 1 - Sta. 956 + 50 to County Line, Sta. 1279 +36 Length 6.07 Miles
Unit No. 2 - County Line, Sta. 1279 + 36 to Sta. 427 + 75.9 Length 8.10 Miles

- - - - - - - - - - - - -

Grading and Bridges Salem, Oregon, Oct.20.1919

Quantity		Items	Unit Prices	Amounts
All Required		Clearing and Grubbing (60' R.of W.)	$	$ 23,000.00
112,241	Cu. Yds.	Excavation on Unit No. 1	1.07	120,097.87
151,741	"	Excavation on Unit No. 2	1.10	166,915.10
65,960	Yd.Sta.	Overhaul	.05	3,298.00
4,619	Lin. Ft.	12" Culvert Pipe	2.25	10,392.75
296	"	18" " "	3.50	1,036.00
294	"	24" " "	4.50	1,323.00
124	"	36" " "	7.25	899.00
2,860	"	6" Porous Drain Tile	.75	2,145.00
17	Cu. Yds.	Class "B" Concrete	50.00	850.00
65	"	Rubble Masonry	17.50	1,137.50
1,620	"	Rip Rap	3.00	4,860.00
4,465	Lin. Ft.	Guard Fence	1.00	4,465.00
26	M-F.B.M.	Lumber and Timber	65.00	1,690.00
1	Only	60' Wood Superstructure	5,000.00	5,000.00
246	Lin. Ft.	4'x 5' Cedar Log Culverts	7.25	1,783.50
75	"	5'x 5' " " "	7.50	562.50
75	"	6'x 6' " " "	8.50	637.50
As Ordered		Removal of Obstructions from River Channel opposite Sta. 180 to 182, and 231 to 238 + 50	Force Account	2,000.00
		Sub-total		$352,092.72
		10% Eng. & Cont.		35,209.27
		Total		$387,301.99

Length of Project 14.17 Miles
Estimated Cost per Mile $27,332.53
State Funds Available $193,650.99 Signed
Federal Aid Requested $193,651.00

State Highway Engineer.

Voucher No. 5510.

CR#31

November 7, 1919.

Mr. Clement F Waite,
Camas Valley, Oregon.

Dear Sir:

Enclosed find checks Nos. 8049 & 8050 inclusive, covering your pay roll for the month of October.

Kindly acknowledge receipt on the enclosed copy of this letter.

RECEIVED
NOV 11 1919

Respectfully.

HERBERT NUNN

State Highway Engineer

h/encl

Camas Valley Ore
Nov 9-19

Received above checks this date

Clement F Waite
Resident Engineer

P.R. #29

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.

November 3, 1919

IN YOUR REPLY PLEASE
REFER TO FILE NO.........
481 - Oregon 29

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

The revised estimate for Oregon project No. 29 has been forwarded to Washington, with recommendation for approval.

Under this estimate the total estimated cost is $387,301.99 and 50% Federal Aid would be $193,650.99.

Remote Comm. Valley

[illegible]

Yours very truly,

J.A. Elliott
District Engineer.

Noted
WHP

C.S. #94

October 30, 1919.

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are sending you herewith five copies of our detailed estimate which we desire to use as a basis for Project Agreement for Oregon Federal Aid Project No. 29, covering the grading of the Remote-Camas Valley Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties. In submitting the Project Statement for this project, we included gravel surfacing, but owing to the fact that the Federal Government funds available for construction purposes prior to July first 1920, are practically exhausted, and that the surfacing of this project can be delayed to better advantage than certain other construction work which we contemplate handling as Federal Aid Projects, we desire to withdraw the surfacing for the time being, with the understanding that it will be taken care of out of the 1921 funds.

Trusting that this action meets with your approval, we are

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

OR*29

October 22, 1919.

John Hampshire and Company,
Grants Pass, Oregon.

Gentlemen;

I am sending you herewith four copies of the contract for Unit No. 1 and for Unit No. 2 of the Remote-Camas Valley Section of the Coos Bay-Roseburg Highway in Douglas County.

Please execute all copies of the contract and bond and return to this office at your early convenience. After these have been approved by the members of the State Highway Commission I will be pleased to return one copy for your files and one for the bonding company.

Yours truly,

Secretary.

HAK:LM

P.R.#29.

October 6, 1919.

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We have yours of October 4th referring to the proposed removal of a log jam in the Coquille River as a part of the improvement of the Remote-Camas Valley Section of the Coos Bay-Roseburg Highway, Federal Aid Project No. 29.

The removal of this log jam as well as some other work in the way of channel improvement, is contemplated as a part of this project. An item of Force Account for this work to the amount of $2,000.00 was included in the Project Statement Estimate, but was omitted from the detailed estimate submitted with the plans. The original estimate of $2,000.00 appears to be adequate, and if such action meets with your approval, we will incorporate this amount in the final detailed estimate to be made up after the award of the contract, to be used as the basis for the project agreement.

The work included under this item, all of which must be handled on a force account basis is as follows:

Opposite Stations 180 to 182:
Breaking up and removal of boulders to provide additional waterway at point where waterway will be reduced by highway embankment. Grade line now approximately four feet above high water.
Estimated to cost $800.00

Opposite Stations 231 to 233 plus 50.
Removal of Log Jam which under flood conditions brings high water above highway grade line. Estimated to cost $500.00

Opposite Station 231:
Breaking up of boulder to provide additional waterway. Boulder contains approximately 500 cubic yards. Estimated to cost $350.00

Opposite Stations 237 plus 50 to 238 plus 50.
Breaking up of approximately 200 cubic yards
of boulders to give unobstructed waterway.
Estimated to cost $300.00

All of the channel improvement work included is at points where bluffs prevent the construction of the roadbed at higher elevation.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

[illegible]

B.R.#29

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE NO.
481 - Oregon 29

October 4, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

In regard to Oregon Federal Aid project No. 29.

Our field representative understands that you are to remove log jam between Sta. 231 and Sta. 237 in the Middle Fork of the Coquille River.

As this action seems highly desirable, kindly advise if the same is included in the estimate and if so, under what feature.

Yours very truly,

CHPurcell

District Engineer.

S. H. Probert

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon
Project No. [illegible] (Not to be filled in)

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

(Date Sept. 1st, 1919

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperation Road Bonding Act, Chapter 175 - Laws 1917 (Cite statutes and resolutions or orders giving Highway Department jurisdiction), in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road Remote-Camas Valley Section of Roseburg-Coos Bay Highway
2. Located between Remote and Camas Valley County of Douglas and Coos
3. Points of beginning and ending Begins 0.3 Miles East of Remote P. O.
   Ends 2.3 Miles West of Camas Valley P. O.
4. Length in miles (gross) 14.2 (net) 14.2

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

5. Miles of project used as post route None; miles not used as post route 14.2

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

The improvement of the Remote-Camas Valley Section of the Coos-Bay-Roseburg Highway is important and calls particularly for State and Federal Aid for the following reasons:

1. It is a connecting link between two post routes.

2. It connects two fairly well improved local roads making an important through highway.

3. It will provide a safe and passable outlet for two counties, including two cities of over 2500 population each, which at the present time are isolated from the balance of the state, as far as road connections are concerned, for from six to eight months during the year.

4. Being through a sparsely settled district and being an expensive piece of construction, the counties are unable to make the improvement without assistance.

5. The improvement would make possible and would probably lead to the establishment of through mail service between Myrtle Point and Roseburg, giving mail service to the post offices at Myrtle Point, Bridge, Remote and Bancroft from three to twenty-four hours earlier than is now possible by train.

6. Improvement of this section will result in a very large amount of through intercity and intercounty freight and automobile traffic as well as a large tourist travel.

12. Through traffic, approximate average daily number of (*a*) trucks 5, (*b*) passenger motor vehicles 30, and (*c*) horse-drawn vehicles 10.

13. Local traffic, approximate average daily number of (*a*) trucks ____, (*b*) passenger motor vehicles ____, and (*c*) horse-drawn vehicles 1.

14. Description and present condition of traveled way Narrow, crooked, heavy grades, no surface. Impassable for six or more months or year. Dangerous to traffic under best conditions.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each
None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? Yes

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1)
Is a part of the State Highway System. Will connect two local roads making an important through highway

11. Improved roads adjacent or contiguous and type of each West end of project connects with fair gravel road. East end connects with 12' plank road to Camas
(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (a) trucks 5, (b) passenger motor vehicles 30, and (c) horse-drawn vehicles 10.

13. Local traffic, approximate average daily number of (a) trucks, (b) passenger motor vehicles, and (c) horse-drawn vehicles 1.

14. Description and present condition of traveled way Narrow, crooked, heavy grades, no surface. Impassable for six or more months or year. Dangerous to traffic under best conditions.

15. Proposed width of surfacing 14; feet between ditches 16; approximate maximum gradient 6% pe cent.

16. Proposed type of construction Standard Grades and alignment. Broken Stone and Gravel surface.

17. Location, nature, and extent of deposits of local materials suitable for use on this project Rock and Gravel for surfacing available with hauls not to exceed five miles
(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet
(1) One 60 ft. Span
(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State
(State or (and) County)

20. Amount of funds which are ~~will be~~ available for construction: (a) State $300,054.00 and such additional funds as may be required to insure the completion of the project
(Amount) (Source; refer to statute)

(b) County
(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by

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RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

25. Reconnaissance estimate o. [illegible] oject:

Made by H. E. Chandler Date September 1st, 1919

Approximate Quantity.	Unit.	Item.	Price.	Amount.
271,000	Cu. yds.	Excavation, 70% Rock 1.60 .80	$ 1 36	$ 368,560 00
26,000	Cu. Yds. ~~Sq. yds.~~	Surfacing of Rock or Gravel	4.00	104,000 00
60,000	Yd.Sta.	Overhaul	04	2,400 00
2,200	Lin.Ft.	12" Culverts	2.25	4,950 00
2,400	"	18" "	3.25	7,800 00
300	"	24" "	4.50	1,350 00
300	"	36" "	7.50	2,250 00
60	"	Structures of 20′ span or under	12 00	720 00
1	Only	Structures over 20′ span 60'	3,200 00	3,200 00
		Other items		
120	Lin. Ft.	4'x4' Box Culverts	8 00	960 00
320	"	5'x5' " "	10 00	3,200 00
70	"	6'x6' " "	12 00	840 00
1,620	Cu. Yds.	Rip Rap	4 00	6,480 00
4,500	Lin. Ft.	Guard Fence	1 00	4,500 00
70	Cu. Yds.	Rubble Masonry	10 00	700 00
3,000	Lin. Ft.	6" Porous Drain Tile	35	1,050 00
80	Acres	Clearing & Grubbing	200 00	16,000 00
		Force Account		2,000 00

Length, 14.2 miles.

Cost, $ 41,000.00 per mile.

Subtotal,	$ 530,960 00
10% Engineering and Contingencies,	53,096 00
Total	$ 584,056 00

This estimate approved by:

Herbert J. [illegible]

(Title) State Highway Engineer

26. Amount of Federal aid desired $284,000.00
(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses

As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman
(Title of officer)

By

Commissioner
(Title of officer)

By

Commissioner
(Title of officer)

[redacted]

P.R.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Public Roads
District No. 1

In your reply please
Refer to file No.

481-Oregon F A #29

Postoffice Building
Portland, Oregon

Date **Sept. 17** 19**19**.

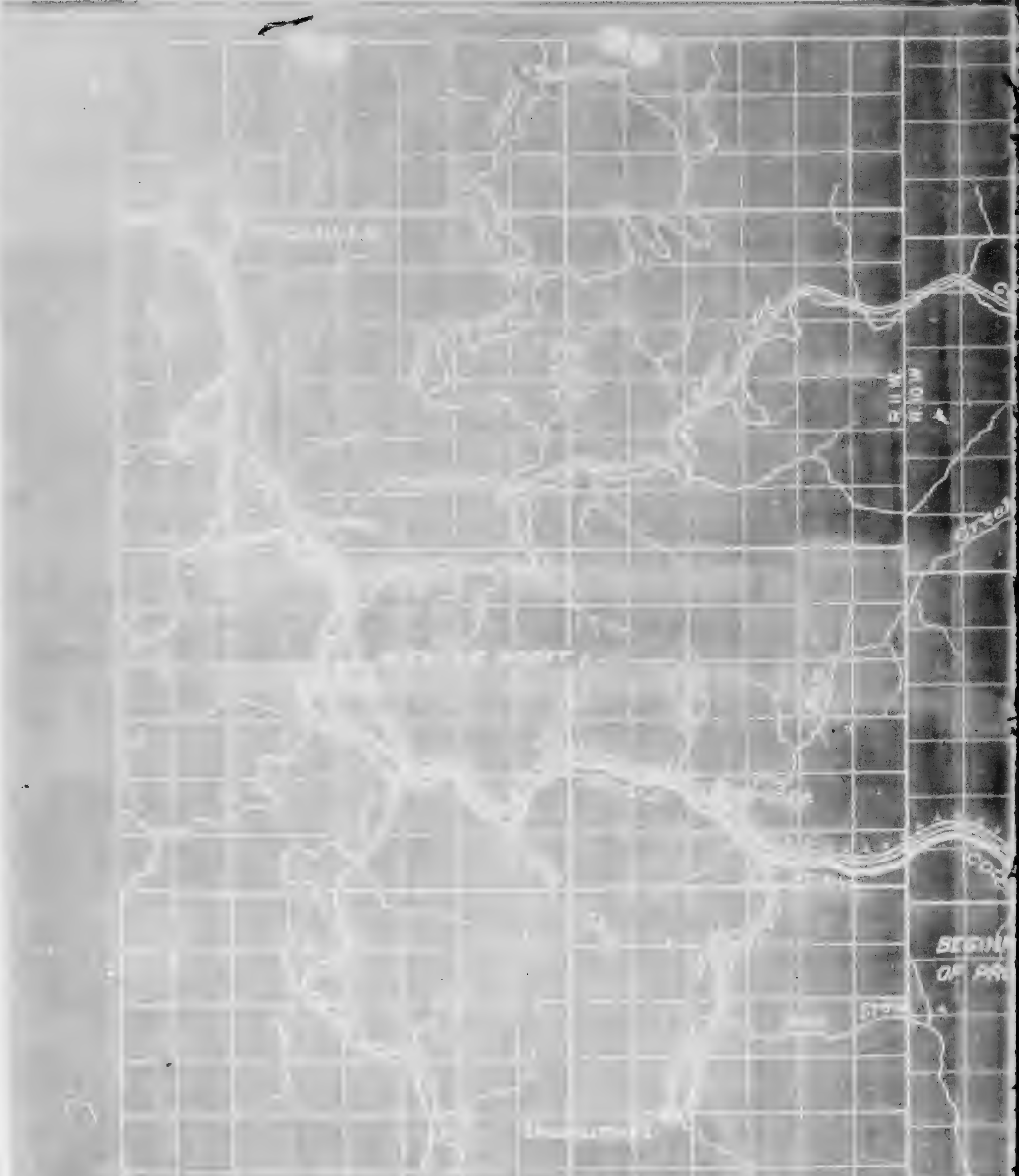
Ore. State Highway Commission,
Salem, Oregon.

Gentlemen:

We hereby acknowledge receipt of triplicate copies of Project Statement and supporting papers for proposed Federal Aid post road project in **Douglas & Coos** County, between **Remote** and **Camas Valley** known as **Coose Bay-Roseburg Hwy**. We have given this project our number **29**.

Yours very truly,

J. A. Elliott
Acting District Engineer.


R 11 W
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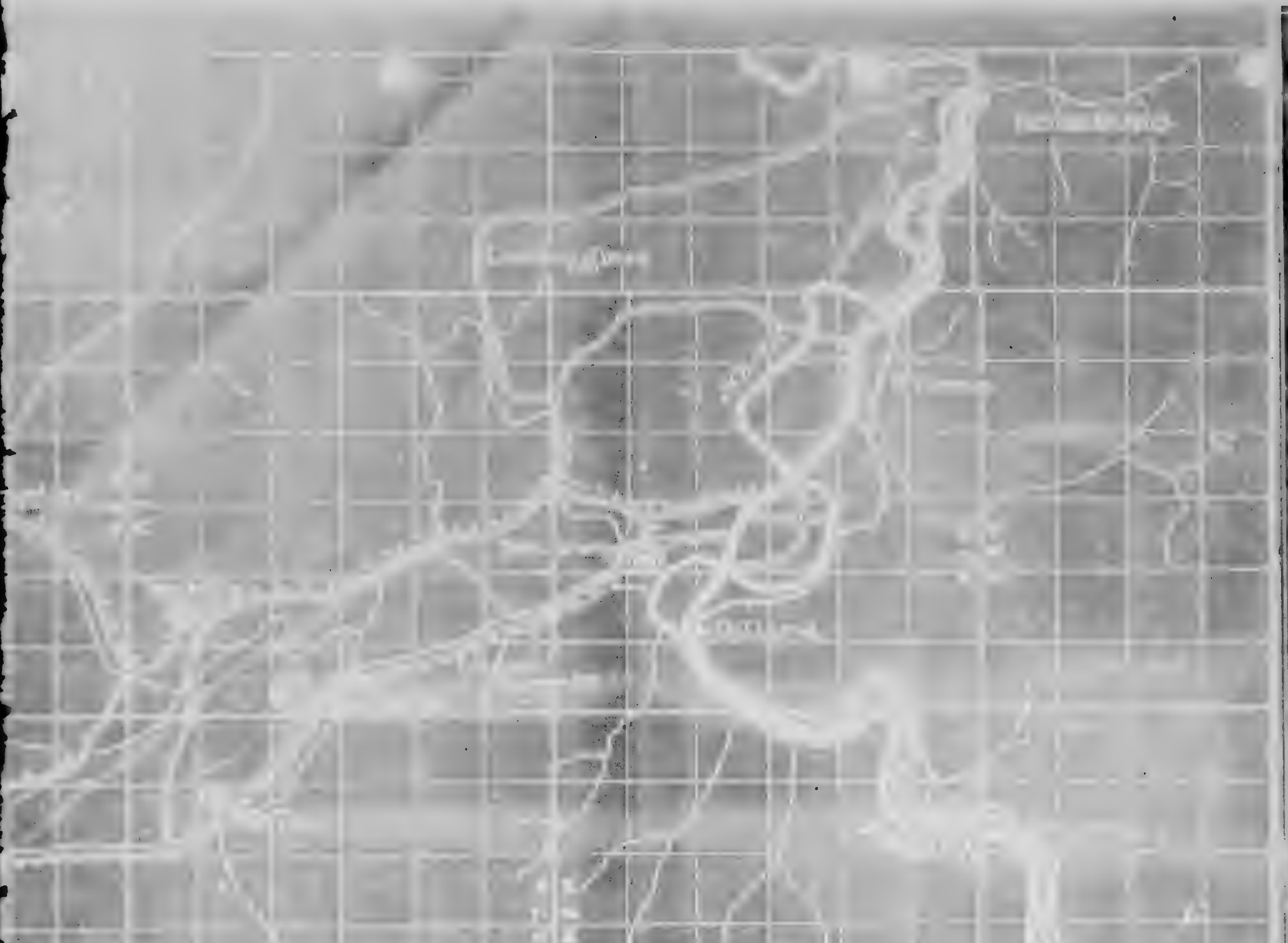
BEGINNING OF PROJECT


LEGEND

CONTRACT #208
SEE CONTRACT #207

208 SEE: Contract 207

46

CONTRACT#210
SEE CONTRACT#172

210 SEE: Contract 172

CONTRACT# 211
SEE CONTRACT# 172

1

211 SEE: Contract 172

2

CONTRACT#211

PR-6 Unit 3, Sarvice Cr.-Valades 1920-1925
Ranch, John Day Hwy.

211

August 27th, 1925.

Mr. C. W. Wanser,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Herewith enclosed please find two copies of the agreement made and entered into between the Highway Commission and G. W. Moore and Luther McCarty, being for the construction of an irrigation flume adjacent to the John Day Highway at what is known as Unit #6 of the Service Creek-Valades Ranch Section.

One of these copies is for your personal records and files. The other, we are mailing to you at your request, and is for transmittal to Messrs. Moore and McCarty.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

hbg/er

enclosures

FORM 8A 27246 10M 3-25

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

09 6

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

IN YOUR REPLY PLEASE
REFER TO FILE No.

ATTENTION:

The Dalles, Oregon
August 20 1925

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Referring to your letter of June 24th, in regard to the agreement for execution by G. W. Moore and Luther McCarty, covering the cost of a ditch pipe line or flume on Unit No. 3 of the Service Creek-Valade's Ranch section of the John Day Highway.

Enclosed please find the 3 copies of said agreement signed and executed by the above named parties (they finally agreeing to the terms therein as prepared by you).

After the same has been further executed by the Commission if you will forward their (Moore and McCarty) copy to me, I will see that the same is delivered.

Yours very truly,

C.W.Wanzer

C. W. Wanzer
Division Engineer

CWW-vc
encl.

096

June 24, 1925.

Mr. C. W. Wanser,
Division Engineer,
Box 742,
The Dalles, Oregon.

Dear Sir:

Judge Duby was in today and I discussed with him at some length the agreement prepared for execution by G. W. Moore and Luther McCarty, covering the construction of a ditch pipe line or flume on Unit No. 3 of the Sarvice Creek-Valades Ranch Section of the John Day Highway in Grant County. You will recall that you returned this under date of June 16, suggesting that clauses No. 1 and No. 2 be eliminated or qualified.

After giving the matter some consideration, Judge Duby is of the opinion that the agreement should be submitted as prepared and that if Messrs. Moore and McCarty are not willing to undertake the work and complete it under these terms, he is of the opinion that the state should go no farther. In other words, if the money is to be paid, we must insist that the work be done. A payment of state funds can only be made for material furnished or service rendered.

I am returning the agreements herewith with the suggestion that they either be forwarded by mail or handed to the parties in interest.

Very truly yours,

State Highway Engineer.

RAK:HI

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

IN YOUR REPLY PLEASE
REFER TO FILE No. ....

ATTENTION: ....

The Dalles, Oregon
June 16 1925

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

I am returning to you the three copies of form of agreement prepared by Mr. Devers, covering payment of $700.00 to Mr. C. W. Moore and Mr. Luther McCarty for the reconstruction of their irrigating system on Unit No. 3, Service Creek-Valades Ranch section of the John Day Highway, and asking if certain changes cannot be made in the same and still answer the purpose for which this settlement is being made, viz (in a few words) a cash settlement for damages and reliving us from all responsibility in the future, and "between us" I am quite sure that if we pay them the damages agreed upon, viz, the $700.00, they will "manage" to get along with the present constructed system and "pocket" the $700.00, and doubt very much if they will sign the present document with the two clauses No. 1 and No. 2 (that I have bracketed) included.

Therefore, I suggest that the clause marked No. 1, be eliminated and clause marked No. 2, be either eliminated entirely, or else made to read substantially as follows, No. 2 "It is further agreed that when this agreement is properly signed and executed, that the State will pay to the parties of the second part the said sum of ($700.00) Seven Hundred Dollars."

If this meets with your approval, will you kindly have Mr. Devers redraw the agreement along the above lines and I am sure I can then get it signed and the matter cleared up.

Yours very truly,

C. W. Wanzer

C. W. Wanzer
Division Engineer

CWW-vc
encl.

FORM 5A 26579 10M-12-24

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

IN YOUR REPLY PLEASE
REFER TO FILE No. ....

The Dalles, Oregon
April 15, 1925

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Referring to my letter to you under date of March 7th, in regard to defective or inadequate irrigation pipe installed on Unit 3 of the Service Creek-Valades Ranch Section of the John Day Highway for irrigating lands of G. W. Moore and Luther McCarty.

Mr. Kirkwood's estimate to remedy the situation was $910.80.

You will recall that at the last commission meeting I took the matter up with you and suggested a settlement on a 50-50 basis and you authorized me to try it. I had Mr. Kirkwood make the proposition of a 50-50 settlement to Messrs. Moore & McCarty but they refused the same.

However, on my trip to this section last week with Mr. Duby, we met both Mr. Moore and Mr. McCarty on the ground and after showing Mr. Duby all the correspondence and data we had on the question, Mr. Duby interviewed Mr. Bales in regard to the matter and went into the proposition very thoroughly and was convinced that promises had been made by representatives of the department that had not been fullfilled.

Mr Moore and Mr. McCarty held out for a long time for the defective work to be remedied and promises kept at the states expense entirely, but Mr. Duby finally got them (Moore and McCarty) to agree to accept $700.00 cash for a settlement in full and we have nothing further to do with the matter. In accepting the $700.00 they are to release us from all claims for damages in the past, and from all claims in the future. I am sending you all correspondence bearing on this question that I have.

Under date of March 16th, Mr. Scott wrote a letter to you (a copy of which I have) that will be in your files.

I am sending all this data to you as Mr. Duby requests that you have Mr. Devers draw up a proper release of all claims etc. for Moore and McCarty to sign and a voucher made out for $700.00 to settle said claims as soon as possible, as the irrigation is just starting in this section.

Yours very truly,

C W Wanzer

C. W. Wanzer
Division Engineer

CWW-vc
cc Wm. Duby

March 16, 1925.

Mr. Roy A. Klein,
State Highway Engineer,
Office.

Dear Sir:

Referring to the attached letters from C. W. Wanser and A. A. Kirkwood in regard to an irrigation pipe on Unit 3 of the Service Creek-Valades Ranch Section of the John Day Highway, irrigating lands of C. W. Moore and Luther McCarty.

As I remember the situation there was a bluff of soft rock which had a tendency to disintegrate upon exposure to the air, also that there were numerous slides. As the location was definitely controlled at this point and as the irrigation ditch had then been constructed, there seemed to be only one solution, that is to bury the pipe in the ditch for some 300 feet. This work was underway at the time I was assigned to The Dalles division. I repeatedly cautioned Asa L. Jetley, resident engineer, then in charge, to be very careful of the foundation for the pipe as the weight of the fill might make it settle in any soft places.

In the spring of 1921 when the irrigation season started, I think after Mr. Jetley had left the work, it developed that there had been a settlement in the pipe, if not an actual [illegible] the fill at that time had not settled and as the pipe was buri[illegible] such a great depth it was not possible to take it up for repairs. I think also that the contractor had left the job at this time although I do not recall whether he had his final estimate.

The ditch was slightly enlarged and the banks slightly raised for some little distance and it was talked at that time that it would probably be necessary to flume around the fill after it had made complete settlement. The owners of the ditch, at that time, made considerable complaint and there is no doubt but that the settlement of the pipe materially reduced the flow of the water. It seems that this is very poor type of construction and one which is likely in all cases to give the same trouble. After the work was well under way and as the fill was not settled enough to hold a flume there was nothing else to do at this time and there was no way to repair the work although I thought that the people were really satisfied. The only way to correct this is a flume such as Mr. Kirkwood and Mr. Wanser suggest.

I do not recall any of the agreements or promises made by H. W. Bethel, district engineer; however, there has been a number of instances in which the people along this line claimed, after Mr. Bethel had left, that he had made certain agreements. Generally, I think that it was merely taking advantage of the fact that he was off the job and probably not available and that they thought that by this method they might get something desired. However, I believe that Mr. Bales, Mr. McCarty and Mr. Moore are quite reliable and that their word might be taken in regard to agreements made by Mr. Bethel.

Very truly yours,

J. H. Scott,
Market Road Engineer.

JHS:LM

cc. C. W. Tanzer, Division Engineer, The Dalles, Oregon.

PQ-6

FORM 5A 20279 10M-12-24

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

IN YOUR REPLY PLEASE
REFER TO FILE NO.

File

The Dalles, Oregon
March 7, 1925

RECEIVED
MAR 10 1925
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed please find correspondence in regard to defective or inadequate irrigation pipe installed on Unit No. 3 of the Sarvice Creek-Valades Ranch section of the John Day Highway, for irrigating lands of G. W. Moore and Luther McCarty.

From investigation made by Mr. Kirkwood, the trouble is not faulty construction, but inadequate size of the pipe, to carry the water that the ditch is capable of and what was probably intended it should ultimately carry when all the land was put under irrigation that the ditch was built to serve.

The 18" pipe installed when the highway was constructed by Clarkson in 1921 I believe has been large enough to supply all the needed water for what land was cultivated until last season, when they attempted to put more land under irrigation, the present pipe would not carry the extra water thou the ditch would, showing the fault was in the size of the pipe.

The present 18" pipe is covered and runs under a rock fill slope for quite a distance, the rock fill slope or embankment extends to the river edge and a high rock bluff on the other side of the highway, it would be practically impossible and too expensive to excavate and take out the18" pipe and replace a larger piep, if anything is done the cheaper method would be to flume along the rock slope until past the rock fill.

Mr. Kirkwood has prepared an estimate of this cost which amounts to $910.80, a pretty large sum to be expending at this time to remedy something that should have been taken care of at the time of construction and there has been no complaint until now. The interested parties claim that the only reason it was not taken up before was that they were getting all the water needed, until they wanted to put more land, which the ditch was supposed to take care of, under irrigation.

They claim that the matter was taken up with Mr. Bethel, then District Engineer and promises were made that the matter would be taken care of before the contractor was thru work, which was not done. This work was done prior to my taking over this division.

I suggest that you take the matter up with Mr. Scott, former Division Engineer and he may possibly throw some light on the subject, and an expression from you as to your recommendations would be appreciated. Kindly return the enclosed correspondence at your earliest convenience.

Yours truly,
C W Wanger
Div Engr

Suggested to Wanger to try and settle matter on 50/50 basis. RAK

PORTLAND
W. H. MALONE, CORVALLIS } COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

March 16, 1922.

IN YOUR REPLY PLEASE
REFER TO FILE NO..........

Mr. Roy A. Klein,
State Highway Engineer,
Office.

Dear Sir:

Referring to the attached letters from C. W. Wanzer and A. A. Kirkwood in regard to an irrigation pipe on Unit 3 of the Sarvice Creek-Valades Ranch Section of the John Day Highway, irrigating lands of G. W. Moore and Luther McCarty.

As I remember the situation there was a bluff of soft rock which had a tendency to disintegrate upon exposure to the air, also that there were numerous slides. As the location was definitely controlled at this point and as the irrigation ditch had then been constructed, there seemed to be only one solution, that is to bury the pipe in the ditch for some 300 feet. This work was underway at the time I was assigned to The Dalles division. I repeatedly cautioned Asa L. Jetley, resident engineer, then in charge, to be very careful of the foundation for the pipe as the weight of the fill might make it settle in any soft places.

In the spring of 1921 when the irrigation season started, I think after Mr. Jetley had left the work, it developed that there had been a settlement in the pipe, if not an actual break. As the fill at that time had not settled and as the pipe was buried to such a great depth it was not possible to take it up for repairs. I think also that the contractor had left the job at this time although I do not recall whether he had his final estimate.

The ditch was slightly enlarged and the banks slightly raised for some little distance and it was talked at that time that it would probably be necessary to flume around the fill after it had made complete settlement. The owners of the ditch, at that time, made considerable complaint and there is no doubt but that the settlement of the pipe materially reduced the flow of the water. It seems that this is very poor type of constructionand one which is likely in all cases to give the same trouble. After the work was well under way and as the fill was not settled enough to hold a flume there was nothing else to do at this time and there was no way to repair the work although I thought that the people were really satisfied. The only way to correct this is a flume such as Mr. Kirkwood and Mr. Wanzer suggest.

I do not recall any of the agreements or promises made by N. W. Bethel, district engineer; however, there has been a number of instances in which the people along this line claimed, after Mr. Bethel had left, that he had made certain agreements. Generally, I think that it was merely taking advantage of the fact that he was off the job and probably not available and that they thought that by this method they might get something desired. However, I believe that Mr. Bales, Mr. McCarty and Mr. Moore are quite reliable and that their word might be taken in regard to agreements made by Mr. Bethel.

Very truly yours,

JHScott

J. H. Scott,
Market Road Engineer.

JHS:LM

cc. C. W. Wanzer, Division Engineer, The Dalles, Oregon.

FORM 8A 26270 10M-12-24

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Subject:Irrigation Ditch Repair.
Moore & MacCarty

Mt.Vernon,Ore.
Feb.5,1925

Mr.C.W.Wanzer,
Division Engineer,
The Dalles,Ore.

Dear Sir:

I am now prepared to give you a close estimate on the repair of the Moore and McCarty irrigation ditch on unit No.3 of the Sarves Creek-Valades Ranch Sec.of the John Day Highway.The Economy type of the Coast Culvert and Flume Co's. product seems particularly appropriated to this job since the high side walls will take care of the flat grade of the ditch.An estimate of the construction quantities and cost follows:-

Flume No.E-60.Size 38½" Dia.--0--400 Lin.Ft.@ $1.40--$560.00
Freight Portland to job------------------------------- 100.00

LUMBER

Name	No.	Size	Length	M.F.B.M.	@ $30.00 Delivered	
Stringers	2	3"x12"	400'	1.600		
Posts	102	6"x6"	6'	1.840		
Sills	51	3"x8"	4.5	.430		
Braces	153	1"x6"	6'	.460		
		Total		4.360		$130.80

Nails -- 20.00

Rubble masonry 4 cu.yds @ $12.50------------------ 50.00
Excavation 200 cu yds @ 25¢ ---------------------- 50.00
Grand Total-------- $910.80

Very respectfully

Resident Engineer

FORM 8A 29818 10M-1-24

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

Subject:Repair of Irrigation Ditch.
Owners-G.W.Moore & Luther McCarty.
Unit No.3-Sarves Creek-Valades Ranch Sec.

Mt.Vernon,Ore.
Jan.9,1925.

MAR 10 1925

Mr.C.W.Wanzer,
Division Engineer,
The Dalles,Ore.

Dear Sir:

As per your instructions of Jan.7 I interviewed W.B.Bales,Luther McCarty and G.W.Moore relative to the repair of their irrigation ditch.I heard their complaints relative to faulty construction by Clarkson's forces and their statements of promises made by N.W.Bethel,District Engineer,relative to correcting said faulty construction.

There remains no further doubt in my mind that the 18"pipe as installed and as it now stands ~~in~~ is inadiquate to cary the amount of water which could be carried in theditch if it were not for the pipe.The owners state, and I have checked the statement to my own satisfaction , that the ditch was enlarged to take care of the additional acreage the same year the highway was built and the work of enlarging the ditch was practivally complete at the time the 18" pipe was installed.

Because of the above facts and in view of corroborative statements made by W.B.Bales I do not hesitate to recommend that The State make such repairs and changes as are necessary to correct the faulty construction which was performed under the supervision of The State and also repair the ditch where it was washed out as a result of said faulty construction.The necessary material and labor is outlined below.

Approximately 475 feet of semicircular metallic flume willbe needed and low trestle and frame work for supporting same.Not to exceed 300 cu.yds. of inexpensive excavation and approximately 2 cu.yds. of rubble masonry about the inlet and outlet of the flume to prevent washing.In order to determine the size of the flume required it will be necessary for me to take levels on the ditch for several hundred feet below the flume in order to determine the fall.More detailed quantities will follow soon.

Very respectfully

A. A. Kirkwood
Resident Engineer

H. H. & CARL HENDRICKS
ATTORNEYS-AT-LAW
FOSSIL, OREGON

January 2, 1924

A.A. Kirkwood
Mount Vernon, Oregon

Dear Sir:-

We are writing you on behalf of G.W. Moore and Luther McCarty, relative to the two metal flumes which convey the water used by said parties for irrigating their land. The contractor Clarkson who constructed the stretch of the John Day Highway through the land of Mr Moore and McCarty, put in two 18 inch pipes supposidly to carry the water under the irrigation project of said Mr Moore and McCarty, but that one of the flumes was put in in a defective manner as one of the pipes locks like it was partly crushed in putting it in and does not convey a full 18 inches of water and the pipes are inadequate to carry the water required for a beneficial use by Mr Moore and McCarty, and the water backs up and washes off in to the river instead of coming through to the lands of the said claimants. These parties called Mr Bethel's attention to this state of affairs in 1921 at the time the road was being constructed and he fixed the same temporarily so that the claimants would not be deprived of as much water as would run thru said pipes during the summer of 1921, and promised that he would see that the same was properly fixed, and that he would see that Clarkson did not draw his final 15% on his contract until same was fixed. The claimants together with Mr Bales, who is interested in this ditch have a water right from the State for 240 miners inches of water. The pipes as constructed in connection with this work do not carry the quota of water which the claimants are entitled to, mainly because one of the pipes as has previously been stated, is crushed and also because the pipes are not large enough to carry the water required by the claimants.

Mr Moore and Mr McCarty also wish to render a complaint with you about the way the maintenance men are dumping the dirt around these pipes and on their land unless these pipes are fixed, as they will have to remove this dirt in case it becomes imperative for them to remove said pipes and replace them by adequate ones.

As the irrigation season is rapidly approaching Mr Moore and McCarty would appreciate it if you would give this matter your careful attention and if possible inspect the defects complained of and they will be glad to show you same at first hand if you will please come and ~~interview~~ inspect same personally.

Sincerely Yours

H.H & Carl Hendricks

BY Carl Hendricks

ORC 3

December 9, 1922

Mr. G. W. Stone,
Dayville, Oregon.

Dear Sir:

Acknowledging yours of December 5th relative to your claim against S. O. Comerford, would say that we are advised that the Aetna Casualty Insurance Company, which furnished the surety bond on the Comerford contract for graveling on the John Day Highway, Unit No. 3, Service Creek-Valades Ranch Section, is settling up all accounts on this contract and I am sure that your account will be taken care of when it is reached.

In the event, however, that you do not secure settlement within a reasonable time, the proper procedure is to start suit on the bond, but I trust that this course will not be necessary.

Very truly yours,

Secretary.

RAK:IM

P R 6 3 7

Dayville Ore.
Dec 5, 1922

State Highway Commission

Gentlemen.

Enclosed we are sending you a letter from the Aetna insurance Co. "Regarding" $471. o due us on S.C. Comerford Contract for hauling gravel on the John Day Highway in Grant Co. This work was ~~Don~~ done in August and is past due. Can you advise us what steps to take for all we have had is promises since this work was completed.

Your Respectively
G. W. Stone

D LIVELY
GENTS

N December 2 1922

RECEIVED
DEC 8 1922
STATE HIGHWAY C

rford.

rd's account, beg to
sion relative to the
unt of Mr. Comerford
ed to handle it through
in corresponding with
ery one of these items
that we could not
un against the proposition
anded that all the money
ommission be paid to them,
r claim against Mr. Comer-
e Boise office is trying
l be closed and finally
days.

r's attention to this
ill write to you showing
within the next day or

Yours very truly,

McCARGAR, BATES & LIVELY,

By K V Lively

KVL-AC

FIRE
THE MARINE INSURANCE CO., LTD.
OF ENGLAND
AUTOMOBILE FIRE
MARINE
HARTFORD STEAM BOILER
INSPECTION & INSURANCE CO.
STEAM BOILERS
FLY WHEEL
ENGINE

PR6 3 7.

MCCARGAR, BATES AND LIVELY
GENERAL INSURANCE AGENTS
300-309 YEON BUILDING
PORTLAND, OREGON

C. A. MCCARGAR
PAUL C. BATES
K. V. LIVELY
W. E. PEARSON

December 2 1922

RECEIVED
DEC 8 1922
STATE HIGHWAY C

GENERAL AGENTS FOR

AETNA LIFE INSURANCE CO.
OF HARTFORD, CONN.
ACCIDENT AND HEALTH
COMPENSATION
LIABILITY
LIFE

AETNA CASUALTY & SURETY CO.
OF HARTFORD, CONN.
AUTOMOBILE
BURGLARY
FIDELITY AND SURETY
PLATE GLASS
SPRINKLER LEAKAGE

THE AUTOMOBILE INSURANCE CO.
OF HARTFORD, CONN.
AUTOMOBILE INSURANCE
PARCEL POST
MARINE
FIRE

CITY OF NEW YORK INSURANCE CO.
OF NEW YORK
AUTOMOBILE
FIRE

CENTURY INSURANCE CO., LTD.
OF EDINBURGH, SCOTLAND
FIRE

THE NATIONALE FIRE INSURANCE CO.
OF PARIS, FRANCE
FIRE

THE MARINE INSURANCE CO., LTD.
OF ENGLAND
AUTOMOBILE FIRE
MARINE

HARTFORD STEAM BOILER
INSPECTION & INSURANCE CO.
STEAM BOILERS
FLY WHEEL
ENGINE

Mr. G. W. Stone,
Dayville, Oregon.

Dear Sir:--

Re: S. C. Comerford.

Relative to S. C. Comerford's account, beg to state there has been some confusion relative to the handling of this matter on account of Mr. Comerford residing at Boise. We endeavored to handle it through here, but found that the delay in corresponding with Mr. Comerford upon each and every one of these items was so great and unsatisfactory that we could not accomplish anything. We also run against the proposition in which the bank of Weiser demanded that all the money that was due from the Highway Commission be paid to them, as they claimed they had a prior claim against Mr. Comerford. This is a matter that the Boise office is trying to adjust, and we expect it will be closed and finally determined within the next few days.

We are calling the adjuster's attention to this matter with the hopes that he will write to you showing how the matter is being handled within the next day or two.

Yours very truly,

McCARGAR, BATES & LIVELY,

By KV Lively

KVL-AC

PR 6/7

August 17, 1922.

S. C. Comerford,
Boise,
Idaho.

Dear Sir:

Jas. F. Clarkson & Co., have forwarded to us a copy of his claim against you for some rail which is being used on your rocking contract on the John Day Highway in Grant County, which is attached hereto.

They state that repeated efforts to make collection brings no results and they are asking us to take steps to protect their account.

I know that if this matter is brought to your personal attention, that it will be not without the necessity of filling the claim with the surety company, if the claim is a legitimate one.

Very truly yours,

Secretary

RAK LC
cc. Jas. F. Clarkson & Co.

JAS. F. CLARKSON & CO.
GENERAL CONTRACTORS
PORTLAND, OREGON

OFFICE
YEON BUILDING
TELEPHONE MAIN 4130

Aug. 15, 1922.

State Highway Commission.
Salem, Oregon.

Gentlemen:

We are enclosing our bill for rail, taken from our stock at Spray, Ore., by S. C. Commerford, contractor, doing the rocking on Units #2 and #3, ,of the John Day Highway.

Repeated efforts to make collection bring no results, and we would thank your office to take such necessary steps to protect our account, and oblige

Yours very truly,

JAS. F. CLARKSON & CO.
by Chas L Butler

enc
CLB

August 17, 1922.

Hartford Accident and Indemnity Co.,
John Ker Co., Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

I am handing you herewith, a copy of executed contract No. 554, between A. D. Kern and the State Highway Commission, covering 10.7 miles of crushed gravel surfacing on the Cherryville-Forest Boundary Section of the Mt. Hood Loop Highway in Clackamas County, for your files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary.

RAK LC

AGENTS FOR
FAIRBANKS, MORSE & Co.
ENGINES, PUMPS,

SPRAY, OREGON

HARDWARE
MEN'S FURNISHINGS

PRC
3

June 5, 1922

Walls & Company,
Spray, Oregon.

Gentlemen:

In response to your inquiry of June 2nd relative to your claim against G. G. Comerford, who has the contract for gravel surfacing on Unit 3, Service Creek-Valades Ranch Section of the John Day Highway in Grant County, would say that this contract is covered by a surety bond, as are all state highway contracts, in the sum of one-half the amount of the contract, to protect labor and material claims, and therefore, it is suggested that in the event you are unable to secure satisfaction of your claim, that the same be filed with the surety on the bond, which in this instance is the Aetna Casualty and Surety Company, McCargar, Bates & Lively, Agents, Yeon Building, Portland, Oregon.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

HAK:LM

ELS & COMPANY
DEALERS IN
GENERAL MERCHANDISE
SPRAY, OREGON
"ON THE JOHN DAY HIGHWAY"

NG &
ER SYSTEMS.

GROCERIES
HARDWARE
GUNS AND AMMUNITION
SHOES
MEN'S FURNISHINGS
STAPLE DRY GOODS

June,2,1922.

RECEIVED
JUN 5 1922
OREGON
STATE HIGHWAY COMMISSION

Mr.Roy Klein,Secretary,
State Highway Commission,
Salem, Oregon.

Dear Sir:-

For some months we have been furnishing supplies to S.C.Comerford, gravel contractor on Unit 3 of the John Day Highway, and have found him a little slow in settling his obligations.

We will thank you to outline to us the method of proceedure that we should follow to protect ourselves against loss. We have in mind filing a claim against Mr.Comerford's bond, and if there is any special form that we should follow we will thank you for same.

Yours truly,

C.W.Walls.
Mgr.

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 6 #3

April 25, 1922

Mr. A. A. Kirkwood
Dayville, Oregon

Dear Sir:

We have your letter of April 19th with reference to construction maps and profiles for Units 3 and 4 of the Service Creek-Valades Ranch Project.

In view of the fact that no changes in alignment have been made in connection with the surfacing work it will not be necessary for you to submit a revised construction map.

As per your request we are sending to you, under separate cover, the final constarction profiles for Units No. 3 and 4 upon which to show revisions in grades.

Very truly yours,

HERBERT NUNN
State Highway Engineer
By

Office Engineer

SHF:VLB

CC

HERBERT NUNN
STATE HIGHWAY ENGINEER

N STATE HIGHWAY COMMISSION
SALEM

ct:Final Records.
bs:12DB,12YE,[illegible]

Dayville Ore.
April 19,1922.

Mr. Herbert Nunn,
Salem,Ore.

Dear Sir:

In persuance of insrtuctions in"Letter of Instruction No.11".

As there has been no line change in either Unit 3 or 4 and but one grade change in Unit 3 and none in Unit 4 during the graveling operations I have not made up construction maps and profiles on these two units.If you will kindly send me the construction profile ofUnits 3 and 4 I will make the grade change on Unit 3 and the tie to the [illegible] Burns location (Valades Ranch-Cumming's Creek) on Unit 4.If there is anything further along this line which you desire please let me know.

Very respectfully

U. U. Kirkwood
Resident Engineer

Sent
#3 - 1 Set Profile
#4 - 3 Set Profiles
4/24/22

ANSWERED
S. H. Probert

RECEIVED
APR 24 1922
OREGON
STATE HI

1PP6, #3

January 12, 1922

Fidelity & Deposit Company of Maryland,
c/o Mr. Harvey Wells, Agent,
Portland, Oregon.

#211

Gentlemen:

The purpose of this letter is to advise you of the intention of the Highway Commission to make final payment to Jas. F. Clarkson & Company, contractors on our contract No. 211, more definitely described as the Service Creek-Valades Ranch Section, Unit No. 3, of the John Day River Highway in Grant County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

[illegible]

February 25, 1922.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

BR #10
374

Dear Sir:

Herewith we are enclosing four copies of final voucher on the Service Creek-Valades Ranch Section, Oregon Federal Aid Project No. 6, in the amount of $88,694.09. These vouchers are accompanied by one copy each of final estimate on the grading of Unit 3 and Unit 4, and by four copies of certification relative to liquidated damages.

F 152

The entire project has been completed with the exception of the bridges covered by the grading contract on Unit 4. These structures amount to 40 M-FBM in the project agreement. As it is impracticable to complete these structures until weather conditions will permit, and in view of the fact that no further Federal funds will be involved in their construction, it is respectfully requested that payment of the final voucher be allowed at this time. Assurance is given that these structures will be completed in accordance with specifications, as the work is under contract, the construction materials are on the ground, and the contractor is only waiting for favorable weather conditions before carrying the work to completion.

The idea occurs to us that it might be possible to comply with your Department regulations in the payment of final voucher by requesting that the item of 40 M-FBM be eliminated from the project-agreement, under the ruling that it is permissible to make minor changes in the project estimate without execution of a modified agreement, in cases where Federal Aid is not changed. If such be the case, and you deem it desirable to carry out this procedure, kindly consider this letter as formal request for the elimination of the item mentioned.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J.W. De Souza
GMC
Enc

FORM 2A 10M-10-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
W. [illegible] BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

12HC - Borrow.
File 20.

The Dalles, Ore., Dec. 9, 1921.

PR #6
Unit #3

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Referring to our conversation over the 'phone yesterday in regard to the borrow on Unit No. [illegible] of the [illegible] Dr [illegible]-[illegible]llades [illegible]ach Section.

I think it would be best ~~merely~~ to assume [illegible] on this was merely a rough check on the original, and as the contractor paid off his station men on the basis of original quantities, I think we are obligated and must assume that they are correct. In any case the original quantities were made as the work was done, and later is merely an attempted check some time after the work was done and the contractor's forces moved away.

Yours truly,

J. H. Scott

J. H. Scott,
Division Engineer.

JHS:LL

RECEIVED
DEC 10 1921
STATE HIGHWAY ENGINEER

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec 3, 1921

Job Name Grading Unit No3 Sarves Creek Velades Ranch Sec

Week from Nov 27 to Dec 3

Mail Address Spray

Highway John Day

Telegraph or Telephone Address W.B. Bales

County Grant Job Prefix 12 P.C.

Express and Freight Address Spray

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Grading at North Fork Bridge is practically completed.

Fill at North o West end of bridge is 22' wide.

The remaining excavation about the trap will have to be wasted or loaded int wagons by hand. This remaining excavation is approximately 30 Yds. It is probably advisable to waste thisamount.

J.H. SCOTT

Signed A. G. Kirkwood

Title Res Engr

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 11.36

Miles completed 11.35

Miles completed except finishing ~~11.3~~ 0.01

Miles covered by contractor's forces 0.01

Miles cross-sectioned 11.36

Miles cross-sections completed and checked 11.36

Miles to be remeasured 0.0

Number men in Engineering Party 3

Contractor's average force for week 4 *men,*

7½ *teams,* .... *steam shovels*

Grading work will be completed about Dec 4, 1921

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed ....

Miles partially done ....

Average daily yardage placed this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Surfacing will be completed about ....

Number men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.)

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

~~*This job*~~ 12 P.C. *Percentage* ~~25~~ 10

Other jobs 12 P.E. *Percentage* ~~25~~ 10

Other jobs 12 D.B. *Percentage* ~~25~~ 10

Other jobs 12 Y.E. *Percentage* ~~25~~ 30

35 Y.B. 40

PR6 3.

JAS. F. CLARKSON & CO.
GENERAL CONTRACTORS
PORTLAND, OREGON

OFFICE
YEON BUILDING
TELEPHONE MAIN 4130

Nov 25, 1921.

Herbert Nunn.
State Highway Engineer.
Salem, Oregon.

Dear Sir: Attention of S. H. Probert.

To comply with your request of Nov. 23, we are enclosing all papers of the final estimate on Unit #2, of the Service Creek Valades Ranch Section, for correction.

Yours very truly,
JAS. F. CLARKSON & CO.
by Chas L Butler

enc
CLB

NOV 26 1921 B
STATE HIGHWAY ENGINEER

[illegible]
June [illegible], 1921
File:

Unit #3 - PR #6

Mr. J. M. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

We are today in receipt of a letter from the Bureau of Public Roads, referring to unit No. 3 of the Service Creek-Valades Ranch Section of the John Day River Highway, from which letter we quote as follows:

"Near Sta. 600 is a small slide caused by a spring above the road which should be cleaned out so as to open the tile drain. There is also a slide about Sta. 610 which extends about half way across the road. These are the only serious defects as to grading, the the side ditches in several places between Sta. 300 and St. 610 have been filled by material from the slopes and should be cleaned out under a maintenance order, as the grading contractor has been released."

Kindly give these matters whatever attention they may demand.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

[illegible]

Oregon
6, Unit C
One

District Engineer, Portland, Oregon. June 18, 1921.

xxxxxxxxxxx
xxxxxxxxxx

John Day hwy., Section "C"

RECEIVED
JUN 25 1921
STATE HIGHWAY ENGINEER

xxxxxxxxxxx

Grant

June 14 & 15, 1921. A. F. Morris

Highway Engineer.

Inspection made with A. G. Skelton, Res. Bridge Engineer, State Highway Dept.

Unit consists of 12 miles of grading and structures.

Equipment:- Bridge contractor's camp with shop and necessary tools, concrete mixer and pump at North Fork bridge.

Working force:- 5 men and 1 team constructing headwalls; 7 men on North Fork bridge.

Work in progress:- Building rubble masonry headwalls between Stations 280 and 320; framing timbers for west approach of North Fork bridge and delivering lumber and timber for same bridge.

Work done to date:-

Grading:- All completed; final estimate is in course of preparation at The Dalles office; no figures available on ground.

Structures:- Pipe culverts all in place and rubble masonry headwalls completed from west end of unit to Sta. 280; bridges and culverts completed west of North Fork, where the center pier is completed to about 5 feet above high water, 3 bents of west approach completed and all steel and iron on hand to complete structure. Lumber for this and all other structures is sawed at local mills and about 100 MF BM now at North Fork bridge site. Concrete piers are completed for Holmes Creek bridge. Other structures not yet started.

Fully completed road:- All completed except bridges and their approaches.

Per cent of unit completed:- Grading and small structures 90%; entire unit including bridges over 20' span, 62%.

Materials:- All materials tested.
Sand and gravel local.

Quality of work:- Satisfactory.

Rate of progress:- Slow; bridges will probably not be completed before Sept. 1st.

Recommendations and Remarks:- Near Sta. 600 is a small slide caused by a spring above the road which should be cleaned out so as to open the tile drain. There is also a slide about Sta. 610 which extends about half way across the road. These are the only serious defects as to grading, though the side ditches in several places between Sta. 300 and Sta. 610 have been filled by material from the slopes and should be cleaned out under a maintenance order, as the grading contractor has been released.

Photographs:- Attached.

7615. Concrete piers at site of Holmes Creek bridge Station 168.

FORM 4 5M-5-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. [illegible] BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

12PC - Final.
File 46.

The Dalles, Ore., June 21, 1921.

Unit #3
F.A. Project #6

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Enclosed herewith are triplicate copies and quantity summary sheet of the final estimate on Contract No. 211. The data to support this estimate is being forwarded by express today. This data seems to be in proper form, and is ready for the final check. There are several items of work under this contract which yet remain to be completed. This work has been turned over to A. G. Skelton, Resident Bridge Engineer at Spray. It is the intention that this estimate be finaled as shown, and the uncompleted work be handled as a supplementary contract. The following are the items of work which have been turned over to Mr. Skelton, and which items are not included in this estimate;

All Rubble Masonry on Unit No. 3.
Wood Flume, Station 617+50.
Wood Drop Inlets to Pipe, Station 400 to 415.
13 ft. Bridge, Station 222+75.
19 " " " 274+30.
13 " " " 532+30.
19 " " " 602+50.
Grading Station 38+00 to 48+00.
" " 274+00 to 274+50.
All grading for structures noted above, that is, head walls, bridges, and flumes.

Respectfully yours,

J H Scott
ama

J. H. Scott,
Division Engineer.

AMA:kl
Encls.

PRC
3

1

Form No. 38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 29th 1921

Job Name [illegible]

[illegible]

Week from May 22nd to May 28th

Mail Address [illegible]

Highway [illegible]

Telegraph or Telephone Address

County [illegible] Job Prefix

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions from Division Engineer, changes in personnel of party, etc.:

[illegible]

NOTED
H. B. GLAISYER

APPROVED
JUN 6 1921
DIVISION ENGINEER

Signed

Title

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ......[illegible]......

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week ....*men,*

........................*teams,* ....*steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed ....

Miles partially done ....

Average daily yardage placed this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week ....*men,*

........................*teams,* ....*trucks*

Percentage of total required yardage now in place ....

Surfacing will be completed about ....

Number men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week ....*men,*

........................*teams,* ....*trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job......12 P. C....... *Percentage*......100......

Other jobs........................ *Percentage*........................

Other jobs........................ *Percentage*........................

Other jobs........................ *Percentage*........................

Feb. 19, 1921.

Mr. Alex Koloff,
226½ Madison St.,
Portland, Oregon.

File ~~No.~~ PR6

Dear Sir:

We are listing below the excavation quantities moved and work done by you on the Service Creek - Valades Ranch Section, Unit No. 3, between Stations 451 + 00 and 477 + 50, as shown on our Field Engineer's estimate for work done to Feb. 1, 1921.

Common Excavation	3,172.3	cu yds
Intermediate "	5,415.1	"
Solid Rock "	518.5	"
Overhaul	4,515.6	"
12" Corr. Iron Pipe	70.0	lin ft
15" " " "	60.0	"
18" " " "	30.0	"
24" " " "	32.0	"

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by L. E. Parsons,
ET

FORM 4 [illegible]

[illegible] BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Spray, Ore. Feb. 11, 1921.

Mr. Alex Kaloff,
226 1-2 Madison St. Portland, Ore.

Dear Sir;

I am in receipt of a letter from the Salem office stating that you inquired in regard to your final quantities.

The quantities which you received one half hour after your work was completed were your final quantities and in case you lost them I will repeat same below;

Solid rock excavation ----------------------	518.3 c. y.
Intermediate excavation --------------------	5415.1 c. y.
Common excavation --------------------------	3172.3 c. y.
Overhaul -----------------------------------	4315. c. y. s.
Lineal feet of pipe laid -------------------	212.

In the statement I gave you I combined the common and the intermediate as you said you were receiving the same price for both.

Your yardage was less than the original computed quantities which I gave you due to the fact that the slopes were changed during the course of construction according to my [illegible] instructions to you. These sections were remeasured as you know and the recomputed quantities are the correct quantities of the yardage moved.

The monthly estimate up to Feb. 1st embodies your estimate and I believe it is in Salem now and you are at liberty as far as I am concerned to go to Salem and find out if the estimate turned in to Salem corresponds to the one I gave you immediately after the completion of your work.

Yours Truly,

Res. Engr. Unit No. 3.
Sv. Cr.- V. R. Sec., [illegible]
John Day Highway.

JEP

RECEIVED
FEB 18 1921
STATE HIGHWAY ENGINEER

Alex Koloff & Co.

To Jas. F. Clarkson & Co.

Statement of credits;

518.3 c. y. Solid Rock at $1.65	$ 855.20
8587.4 Int. and Com. at $0.65	5581.81
4315. c. y. s. Overhaul at $0.03	129.45
212 lin. ft. pipe at $0.10	21.20
Clearing and Grubbing lump sum	50.00
981 engineer's meals at $0.60	588.60
Total	$7226.26

Additional credits for supplies and equipment turned in to be added to the above.

The above made out 1-24-21 by A.C.L.J.
for A. Koloff & Co.

Total Yds. 9105$^{\underline{7}}$
Est. days. 776.
Yds. moved per man per day. 11.734
About $\$165^{\underline{00}}$ per man per month clear.

RECEIVED
FEB 18 1921
STATE

Feb. 5, 1921.

Mr. A. C. Jotley,
Resident Engineer,
Spray, Oregon.

File PR-6

Dear Sir:

Mr. Alex Kaloff was in the office yesterday making inquiry in regard to his final quantities between Sta. 451 and Sta. 477 + 50 of Unit No. 3 of the Service Creek - Kaladee Ranch Project.

As we do not have in this office the necessary information we would request that you supply same to Mr. Kaloff at 228½ Madison Street, Portland, Oregon.

Please let us have a copy of your letter to Mr. Kaloff.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:MP

December 7, 1920

Dodson & Krims,
Yeon Bld'g.,
Portland, Ore.

Dear Sirs:

This is to acknowledge your letter of the 27th., relative to the claim of L. M. Turner against J. F. Clarkson & Company. I note your information that Mr. Turner was not employed by J. F. Clarkson & Company, but that he was in the employ of one Percy Goslett. I take it that Mr. Goslett is a sub-contractor under J. F. Clarkson & Company, but I do not understand that the law relieves the original contractor from claims for labor and material furnished to a sub-contractor and which actually went into the work.

I am not representing any of these claimants, but am anxious that the Commission so handle these contracts that the contractor and the surety company will not be relieved from paying claims for labor and material.

Yours truly,

JMD:AF

Assistant Attorney General.

November 27, 1920

Mr. Franklin F. Korrell,
Attorney at Law,
Gasco Building,
Portland, Oregon.

Dear Sir:

I have referred your letter regarding the claim of your client, Turner, against the James F. Clarkson Company, to our attorney who will take this matter up with your direct.

I am handing you herewith a warrant for a man named Ed Turner who must be the one who moved our engineer's camp near Spray and whom we have been unable to locate, and I judge from your letter that this is the same party. If it is, will you please hand him the enclosed warrant for $10.00 covering his claim against this Department for that service.

Yours truly,

Secretary.

RAK:LM

1 Encl.

ALFRED P. DOBSON
ROBERT KRIMS

TELEPHONE MAIN 2982

DOBSON & KRIMS
ATTORNEYS AT LAW
719-724 YEON BUILDING
PORTLAND, OREGON

November
27th
1920

Mr. John N. Devers,
Attorney State Highway Commission,
Salem, Oregon.

Dear Sir:-

Your letter of the 26th addressed to J. F. Clarkson & Co., relative to a claim for services filed by one E. M. Turner against J. F. Clarkson & Co., was handed to us for reply, and replying thereto, beg to advise that said E. M. Turner was at no time in the employ of said J. F. Clarkson & Co., but was in the employ of One Percy Goslett, and had some understanding with said Goslett with respect to this work as evidenced by an agreement bearing date July 5th, 1920, a copy of which we enclose herewith for your files.

You will note from the terms of this agreement by the man Turner with said Goslett that no liability exists on the part of said J. F. Clarkson & Co. to said Turner.

Yours very truly,
Dobson & Krims,
By Robt. Krims

RK:M
Encls.

AGREEMENT

THIS AGREEMENT: Made and entered into this 5th day of July, 1920, by and between Percy Goslett of Portland, Oregon, party of the first part and Ed. Turner of Portland, Oregon, party of the second part, WITNESSETH:

That this agreement is entered into for the purpose of an agreement as is understood between these two parties in connection with the work done on the Highway on the John Day River near Spray, Oregon, known as the James Clarkson Company contract. The work being taken by Percy Goslett between Stations 189 and Station 256 and 272 - 298 - 316 - 420.

Said Percy Goslett party of the first part agrees to furnish stock to be used on said work at the rate of forty ($40.00) Dollars per team per month. This together with all freight to and from Portland, Oregon, on said stock and equipment and all labor and running expenses is to be deducted from the amount realized for said work, and

Said Ed. Turner party of the second part agrees to execute said work to the best of his knowledge and ability, and for his recompense for such work is to receive fifty per cent of the net profits after all deductions are made.

IN WITNESS WHEREOF, We have hereunto set our hands and seals this 5th day of July, 1920.

Executed in the presence of — Percy Goslett

L. Laudert — E. M. Turner.

PR6
3

November 26, 1920

James F. Clarkson & Co.,
Yeon Bld'g.,
Portland, Ore.

Dear Sirs:

This is to advise you that the Highway Commission has received today a notice from L. N. Turner notifying the Commission that he has a claim in the sum of $200.00 for services performed for Percy Seabott and James F. Clarkson & Company in connection with highway construction along the John Day River near Spray.

Yours very truly,

JMD:AF

Assistant Attorney General.

November 26, 1920

R. A. Klein,
Office

Dear Sir:

I notice that a number of claims for labor and material are being filed with the Commission against James F. Clarkson & Company and some of his sub-contractors.

In view of this fact I would suggest that before final settlement is made on any of Clarkson & Company's contracts that the Surety Company be notified of the proposed final settlement and advised that a number of claims have been filed with the Commission.

I suggest this in order to protect us should suit be commenced against the contractor or the surety later on.

Yours very truly,

JMD:AF Assistant Attorney General.

November 26, 1920

Franklin Korell,
Gasco Bld'g.,
Portland, Ore.

Dear Sir:

Your letter of the 24th., addressed to the State Highway Engineer attached to which is a claim of E. M. Turner covering labor to the value of $208.00 rendered to Percy Goblett and Jas. F. Clarkson & Company in connection with highway construction along the John Day River near Spray, has been handed to me for reply.

I have notified James F. Clarkson & Company of your letter and the claim of Mr. Turner. I take it that you are possibly filing this claim under the provisions of Section 6266 L. O. L. as amended by Chapter 248, Laws of 1917.

No copy of the contract or bond is called for, therefore, I conclude that none is wanted by you.

I do not want you or your client to rely on the filing of this claim as being sufficient to warrant the Highway Commission in retaining sufficient funds from the contractor to guarantee the payment of the claim. I do not understand that the Commission is authorized to do this.

Yours very truly,

JMD:AF

Assistant Attorney General.

FRANKLIN F. KORELL
PORTLAND, OREGON

Nov. 24th, 1920.

State Highway Engineer,
State House,
Salem, Oregon.

Dear Sir:

Enclosed herewith please find claim of L. A. Turner for compensation for services performed in the construction of the State Highway along the John Day River near Spray, Oregon, which I will thank you to file in your office, and acknowledge receipt.

Yours very truly,

F. Korell

FFK:MS
Enclosure.

RECEIVED
NOV 25 1920

To STATE OF OREGON, (State Highway Commission)
~~County of Multnomah.~~) ~~ss~~

I, E. M. Turner, of Portland, Oregon, being first duly sworn, on oath depose and say: That at the special instance and request of Percy Goslett and James F. Clarkson & Co., contractors for the construction of that portion of the State Highway along the John Day River near Spray, Oregon, same being more particularly described and shown upon the plans and specifications prepared by the engineer for the State Highway Commission of the State of Oregon, on file in the office of said Commission at Salem, Oregon, I performed labor and furnished material in and upon said highway of the reasonable and agreed value of the sum of $308.00, and that there is now due and owing me for and on account of said labor and material from said contractors and each of them as aforesaid, at this date, the sum of $208.00.

That the following is a true and correct statement of my account against said contractors and each of them for said labor and material performed and furnished at their instance and request upon said highway, to-wit:

To labor and materials furnished and performed between the 18th day of July, A.D. 1920, and the 11th day of October, A.D. 1920,	$308.00
Credit,	100.00
Balance,	$208.00

That no part of said sum of $208.00 has been paid and the same is now due.

E M Turner

Subscribed and sworn to before me this 23 day of November, 1920.

W A Carter
Notary Public for Oregon
My commission expires Sept 17-1924.

FORM 4A 1M-4-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, ISLAND CITY
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR
6

12PC

PENDLETON, May 10, 1920.

Subject: Line revisions,
Unit #3, Sarvice Creek-Valades.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Dear Sir:

I wish to answer yours of May 7th calling attention to the character of revisions made on Unit 3 of the Sarvice Creek-Valades Ranch Section of the John Day Highway by Mr. Glass. Have taken this matter up with him in detail, and we find that your suggestions can be partially met with.

Upon leaving the work it was the understanding between Mr. Glass and Mr. Bethel that the resident engineers would investigate closely for revisions with a view of decreasing expense charges, as they are doing all along the line. We may be delinquent in not advising you that a greater portion of this line is being changed, if only to a small extent, both in alignment and grade.

Mr. Glass advises that a third line can be had between Station 00 and 10 as you suggest. He proceeded on a basis of carrying a high factor of safety regarding high water. He believes, however, the old line to be impossible after making field inspection of the possibilities of revision.

Regarding the revision between 145 and 165, we will use a 5 per cent instead of a 4, but retain some of the alignment used. A saving can be had here and we are writing Mr. Bethel accordingly. Mr. Glass advises that the curvature used is in opinion in keeping with the character of the country and standards used elsewhere along the road.

Your suggestions are well taken, and we are writing Mr. Bethel to see what can be done in the way of decreasing the cost at these points.

Yours truly,
Manche O Bennett

Manche O. Bennett,
Division Engineer.

cc Bethel
cc Glass

Noted SWP.

MOB/B

PR
6

May 7, 1930

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We have received from Mr. Glass blue prints upon which have been shown the revisions in grade and alignment as made by him in connection with Unit No. 3 of the Service Creek-Valdes Ranch Project.

Not being familiar with the ground conditions on this particular work, and not having complete data on cross-sections and classification, we are not in a position to make any final recommendation, as regards those revisions, but from an examination of the plans as submitted, it appears that the revisions were based upon much higher standards of grade and aligment, particularly aligment, than were used as a basis for the original location and for the construction of other sections of the same project. The tendency seems to have been to eliminate curvature sharper than fifteen or twenty degree, and to substitute ten and twelve degree curves, and in some cases, the cost seems to have been a secondary consideration.

You are fully aware that it is the desire of the Department to hold the cost of this Project to a minimum, and it is not considered that this part of the John Day River Highway is of importance warranting particularly high standards of grade and aligment. We would, therefore, recommend that you take up these revisions in detail with Mr. Glass with a view to determining whether or not those revisions entailing additional cost improve the line enough to warrant the extra expenditure.

Your attention is called particulary to the revisions between station 0/00 and station 10, and between stations 145 and 165.

The first of these revisions gives shorter distance and slightly better grades and aligment, but appears to require approximately 1,000 cubic yards more excavation than the old line. The aligment and grade on the old line are not particularly objectionable . It would appear that the proper location would be somewhere between the old and the revised lines.

Between stations 145 and 165 the revised line is about 250 feet longer than the original location, and from the distribution diagrams, appears to require about 1,500 cubic yards more excavation.

#2

The revised grade is a 4%, whereas the original grade was 5.6%. We believe that a 5% grade could be constructed on the old alignment with less quantities than the revised line can be built. If on the revised alignment a 5% grade were substituted for the 4%, the excavation could be reduced 1000 or more yards. This probably would necessitate throwing the line over between station 145 and station 155, to give better support and to eliminate some of the embankment quantities.

Our ideas as above outlined may be entirely wrong, as we fully realize that differences in classification of materials on the old and revised lines might easily off-set any savings in quantities. Also, that the quantities as given on the plans for the old alignment may be entirely inadequate. Please, therefore, consider our statements as suggestions, only, and take them for what they may be worth.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

C.C. to H. W. Bethel
D. G. Glass

FORM 4A [illegible]

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. KIDDLE, ISLAND CITY
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PENDLETON,

April 30, 1920.

SUBJECT: 12PC. Revised Location.
3

RECEIVED
MAY 1 1920
[illegible] ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Inclosed herewith find estimate and summary of the revised location recently made by us on Unit 3 of John Day Highway in Grant County.

We are sending by express a blue print of the original location on which we have placed the revised alignment and profile in red ink, in order that you will have a record of these changes and can take the matter up with the Government Office if it is necessary.

Mr Dillinger has prepared the map for the line changes we made in Unit 2 as he placed it on the original hard copy map. If you need information concerning this unit please write to him as we turned the transit notes over to Mr. Dillinger before we had time to prepare the map, as the contractor was in a hurry to start construction on Unit 2.

Respectfully,

David G. Glass
David G. Glass,
Locating Engineer.

Noted
[illegible]

FORM 4 10M-8-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Pendleton, Ore.
April 23, 1920.

PM6

Subject: Transfer of property.

RECEIVED
APR 24 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir: We are this day transferring to the Pendleton Division Office the K. & E. transit No. 35568. Instrument is in good condition.

Respectfully,
David G. Glass
David G. Glass,
Locating Engineer.

c.c. to M. O. Bennett.

NOTED
J. C. T.

JOHN DAY HIGHWAY UNIT NO 3. GRANT COUNTY.
Summary of Quantities on Revised Location.

Revised Location Estimate.
0 plus oo to 61 plus 10.8 equals 80 plus 63.1

Common Excavation	9,765 cu.yds.	@ 85¢	$ 8,300.25.
Intermediate Exc.			
Solid Rock Exc.	2,062 " "	@ $2.50	5,155.00
Overhaul(300ft Free)	3,690 sta.c.y.	@ 5¢	184.50
RockWalls			
12 in. pipe	60 lin. feet	@ $2.25	135.00
15 " "			
18 " "			
24 " "	36 " "	@ $7	252.00
36 " "	32 " "	@ $8	256.00
Masonry h'd walls	15.30 cu.yds.	@ $12.	183.60
Standard trestle	57 lin. ft.	@ $35	1,995.00
Standard trestle	215 lin. ft.	@ $40	8,600.00
Wood bridge 144 ft. st'd span		@ $100	14,400.00
Total			$39,461.35

Original Estimate.
0 plus 00 to 80 plus 63.1

Common Excavation	10,197 cu. yds.	@ 85¢	$ 8,667.45
Intermediate Exc.	420 " "	95	399.00
Solid Rock Exc.	1,321 " "	@ $2.50	3,302.50
Overhaul	180 sta. c. y.	@ 5	9.00
Rock Walls	321 cu.yds.	@ $12.	3,852.00
12 in. pipe	244 lin. feet	@ $2.25	549.00
15 " "	26 " "	@ $3.00	78.00
18 " "	40 " "	@ $3.50	140.00
24 " "	30 " "	@ $7.00	210.00
Masonry h'd walls	19.67 cu.yds.	@ $12	236.04
Standard trestle	57 lin. ft.	@ $35	1,995.00
Standard trestle	57 lin. ft.	@ $40	2,280.00
Wood bridge 144 ft. st'd span		@ $100	14,400.00
Total			$36,117.99

Line shortened 1952 feet

Mile 3 (Fractional Mile)

139 plus 75 to 158 plus 40

Common Excavation	3,568 cu. yds.	@ 85¢	$ 3,032.80
Solid Rock Exc.	450 " "	@ $25.0	1,125.00
Over haul	4,185 " "	@ 5¢	209.25
12 in. pipe	52 lin. feet	@ $2.25	117.00
Masonry h'd walls	2.94 cu. yds.	@ $12	35.28
Total			$ 4,519.33

139 plus 75 to 158 plus 40

Common Excavation	3,120 cu. yds.	@ 85¢	$ 2,652.00
Intermediate Exc.	122 " "	@ 95¢	115.90
Solid Rock Exca.	19 " "	¢ $2.50	47.50
12 in. pipe	82 lin. feet	@ $ 2.25	184.50
15 " "	32 " "	@ $ 3.00	96.00
Masonry h'd walls	7.04 cu. yds.	@ $12	84.48
Total			$ 3,180.38

Mile 4 (Full Mile)

158 plus 40 to 211 plus 20

Common Excavation	4,654 cu. yds.	@ 85¢	$ 3,955.90
Intermediate Exc.	9,703 " "	@ 95¢	9,217.85
Over haul	20,986 sta. cu. yds.	@ 5¢	1,049.30
Rock Walls	82 cu. yds.	@ $12	984.00
12 in. pipe	122 lineal feet	@ $2.25	274.50
36 " "	26 " "	@ $8.00	208.00
Bridge 40 ft. span		@ $100	4,000.00
Masonry h'd walls	15.59 cu. yds.	@ $12.	187.08
Total			$19,876.63

158 plus 40 to 211 plus 20

Common Excavation	5,455 cu. yds.	@ 85¢	$ 4,636.75
Solid Rock Exc.	1,220 " "	@ $2.50	3,050.00
Intermediate Exc.	5,400 " "	@ 95¢	5,130.00
Rock Walls	275 " "	@ $12	3,300.00
12 in. pipe	210 lineal feet	@ $2.25	472.50
18 " "	26 " "	@ $3.50	91.00
6 " "	150 " "	@ 50¢	75.00
Bridge 40 ft. span		@ $100 per foot	4,000.00
Masonry h'd walls	6.9 cu. yds	@ $12	82.80
Total			$20,838.05

211 plus 20 to 249 plus 61.2 equals 248 plus49.0 Mile 5 (Fractional Mile)

Common Excavation	2,717 cu. yds.	@ 85¢	$ 2,309.45
Over haul	440 sta. cu. yds.	@ 5¢	22.00

Common Excavation	1,690 cu. yds.	@ 85¢	$ 1,436.50
Intermediate Exc.	725 " "	@ 95¢	688.75

JOHN DAY HIGHWAY UNIT NO. 3 GRANT COUNTY (Continued)
Summary of Quantities on Revised Location.

Revised Location Estimate.

211 plus 20 to 249 plus 61.2 equals 248 plus 49.0 Mile 5 (Fractional Mile)

Balance brought forward------------------------	$ 2,331.45
12 inch pipe lineal feet 22 @ $2.25------------	49.50
18 " " " " 20 @ $3.50 ----------	70.00
36 " " " " 92 @ $8.00000--------	736.00
Masonry h'd walls 28.82 cu. yds. @$12.00----	345.84
Total---------	$ 3,532.79

Line lengthened 112.2 feet.

Grand total------------------------------- - $67,390.10

Original Estimate.

Balance brought forward---------	$ 2,125.25
12 inch pipe 48 lineal feet @ $2.25	108.00
15 inch pipe 38 " " @ $ 3.00	114.00
Masonry h'd walls 8.20 cu. yds. $12---	98.40
18 inch pipe 32 li. feet @ $3.50 ----	112.00
Total---------------	$ 2,557.65

Grand total---------------------------$62,694.07

The original estimate as shown above is the quantities of the original estimate , but the unit prices used are the bid prices for the work now under construction. The amount of money is not the original estimate.

From station 0 plus 00 to 248 plus 49.0

Total degrees of curvature original location	1209	degrees
" " " " revised "	802	"
Total curvature eliminated	407	"

Total number of curves in the two lines are asfollows:

	0° to 10°	11° to 20°	21° to 30°	31° to 50°	50° to 60°
Original location	8	22	16	4	1
Revised "	16	4	0	0	0

Total shortening of line 1858 feet.

From station 81 to 139 the tangents of the original location were placed fairly good, so the curves were replaced with suitable curves, much flatter and longer. No estimate of quantities has been made for for this part of the line as the quantities were not materially changed.

From station 0 to 81 and from 139 to 249 a total distance of 192 stations the lengths of grades both plus and minus exceeding 2.5 percent are shown below:

	3%	4%	5%	5.6%
Original location	4,000ft.	1200ft.	900ft.	500ft.
Revised location	800ft.	1200ft.	0	0

Original Location, total feet rise plus grade	228.1
Revised " " " " " "	150.6

Total number of feet ,summit eliminated 77.5

Respectfully submitted, DGG
David G. Glass,
Locating Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ~~Oregon~~ No. 6

POST-OFFICE BUILDING
PORTLAND, OREGON

March 13, 1920.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Referring to your letter of March 12, requesting approval for changes of 70-ft Howe Truss span over Haystack Creek on Unit No. 2 of Oregon Federal Aid project No. 6, from what information is available on the general plans there seems to be no objection to changing this from a skew to a right-angle crossing, using the same truss as was approved for the Alder Creek crossing, drawing No. 754, for unit No. 1 on the same project.

As the general information does not show what the foundation conditions will be, you are requested to furnish sufficient data or plans showing the proposed foundations and approaches, if any, together with proposed change in alignment at this bridge site.

Very truly yours,

C H Purcell

District Engineer.

[illegible]

Form 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PRY

Section Unit No. 3 Service [illegible] **Date** Feb. 29 - 1920

[illegible] **Week from** Feb. 22 - '20 **to** Feb. 28 - '20.

Highway [illegible] **Job Prefixes** 17-PC.
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County [illegible]

Survey will be completed about 10-31-20 **Number in party** 3

Camp location [illegible] Ore.

Mail address [illegible]

(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state) [illegible]

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Sunday [illegible]

[illegible]

[illegible]

Tuesday: [illegible]

[illegible] stakes, [illegible]

Wednesday: [illegible]

[illegible] this P.M.

Place [illegible] cut stakes

in [illegible] to 548 + 90 in

P.M. Mr. Best [illegible]

Thursday: [illegible]

Friday: [illegible] 518 + 8

to A 5 [illegible]

Saturday: [illegible]

[illegible]

[illegible] stakes and

[illegible]

Signed [illegible]

Title [illegible]

Form 39

PR 6

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Unit No. 3 Date Feb. 22 - 1920

Sarvice Creek-Valedes Ranch Week from Feb. 15-20 to Feb. 21-20

Highway John Day Highway Job Prefixes 12-P.C.
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Grant.

Survey will be completed about 10-31-20 Number in party 4

Camp location Spray, Ore.

Mail address Spray, Ore. (Freight & Express to Condon, Ore., only.)

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

2-15-20 H.G. Ingels and J. Ewing reported to me at Arlington, Ore.

2-16-20 Party arrives at Fossil, Ore.

2-17-20 Party arrived at Spray, Ore.

2-18-20 Jetley rode horseback 30 miles in search of a place to stay. Unsuccessful on account of influenza at ranchers.

2-19-20 Jetley drove 22 miles to Mr. Moore's place where accamodations as to board can be had.

2-20-20 Jetley returned to Spray. Mr. Best reports

2-21-20 Secured 4 horse team to carry party and equipment to Mr. Moore's place. Loaded up preparatory to leave Spray in the morning.

Signed H. L. Jetley

Title Resident Engineer

CONTRACT# 219,249

PR-6 Unit 4, Sarvice Cr.-Valades 1923
2/2 Ranch, John Day Hwy.
249

October 6, 1925.

Mr. C. W. Wanzer,
Division Engineer,
The Dalles, Oregon.

P.R. #6

Dear Sir:

Please see the attached copy of letter from the Bureau of Public Roads commenting on maintenance inspection of Oregon Federal Aid Project No. 6, Service Creek to Spray, Units 1 and 4.

Very truly yours,

State Highway Engineer.

RAK:LM

1 Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
OCT 6 1923

October 5, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Oregon 6, John Day Highway.

A maintenance inspection of Oregon F.A. 6 has been made recently, and some minor defects noted, as follows:

Unit 1- Sarvice Creek to Spray:

(1) It is noted that the top surface of shot soil has, in some cases, worn down to the rocks in the subgrade. Some additional material will probably be required in the near future.

(2) There are some side ditches between Spray and Kahler Creek, and also along the base of the cliffs about three miles from Sarvice Creek, which should be cleaned out.

(3) There are a few pipe culverts near the west end of the project which have been filled with debris by water spouts.

Unit 4:

(1) At a point opposite Cant's house, damage to shoulders and fill slopes by the water spouts of last summer have not yet been repaired.

(2) In the Picture Gorge there are several places where the ditches have not been cleared of the debris brought down from the slopes by cloudbursts.

Except as noted, the project is reported satisfactory.

Very truly yours,

CHPurcell

C. H. Purcell,
District Engineer

October 4, 1923.

Mr. P. H. Burton,
589 Kerney St.,
Portland, Oregon.

PR#6 - Unit #4

Dear Sir:

Reference is made to the claims presented by you verbally sometime last July for certain work which you claim to have done on Unit No. 4 of the Service Creek - Valades Ranch Section, but for which you have not received payment.

We are informed by Mr. Kirkwood that payment for the excavating of the creek channel at the Cottonwood Creek Bridge was made to A. D. Kern on a cubic yard basis. Also that the repair work on the highway which you say was performed in October and November of 1921, was done for Grant County and not for the State.

We are informed by Mr. Stephenson that the concrete mixer was returned to and left at John Day in accordance with your instructions.

In view of the above facts, it appears that if you have any claims, they are against A. D. Kern and Grant County, and at this late date, I am afraid that we will be unable to assist you in collecting anything.

Very truly yours,

ROY. A. KLEIN
State Highway Engineer.

By

Office Engineer.

SHP:TW

Rec'd Aug 31 1923
308 W. Alta St
Pendleton Oreg.

RECEIVED
SEP 4 - 1923
HIGHWAY COMMISSION

ANSWERED
S. H. Probert

conscientious.

Very respectfully,

A. A. Kirkwood
Resident Engineer

c.c.C.W.Wanser

PORTLAND
W. BARRATT, HEPPNER
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 1923

Subject:Claim for additional wages.
Job:Unit No.4,Sarves Creek-Valades Ranch.

Mt.Vernon,Ore.
July 28,1923.

Mr.Roy A.Klein,
Salem,Ore.

Attention Mr.Probert.

Dear Sir:

In reply to your letter dated July 23 and pertaining to a claim presented by P.H.Burtin for wages on work perfosmed in 1921 & 1922:-

The only work which Mr.Burton ever performed on Unit No.4 of the Sarves Creek-Valades Ranch Sec.of the John Day Highway was performed under an extra work order under Grant Countys graveling contract or as a part of the performance of his subcontract under A.D.Kerns grading contract.

Allcf the time which was tufned in to me by Grant Co. was properly cared for in this office and after passing the Dalles and Salem offices a record of same was returned to me.I have totaled up all the payrolls on the Grant Co. job and find that the total chacks with the total amount of extra work allowed.This shows that all the payrolls submitted to me have been allowed.

As the State was paying Mr.K.C.Roberts for checking gravel and Grant Co.was paying him for keeping time I did not keep time myself and have no record of the time put in aside from the records submitted by K.C.Roberts.However,I do know that Mr Burton did a small amount of repair work on the detour at Johnie Creek f or which Mr.Burton received no compensation through the State.This was due to the fact theat County Commissioner Rounds (who had charge of the County job) refused to allow Mr. Burton's time,stating that Mr: Burton had taken so much time in constructing the Johnie Creek bridge that he should maintain the detour at his own expense.This time was put in in Feb.1922 and amounted to 3 men and 2 teams for two days.

The Cotton Wood chanel change was made under A.D.Kerns grading contract No.212 and was allowed in terms of cu.yds.

I think it very probable that the amount claimed by Mr. Burton is due him from A.D.Kern.I believe Mr.Burton is honest and conscientious.

Very respectfully,

A. A. Kirkwood
Resident Engineer

c.c.C.W.Wanzer

July 23, 1923

Mr. A. A. Kirkwood,
Resident Engineer
Mt. Vernon, Oregon.

PR#6-Unit #4

Dear Sir:

Mr. F. H. Burton of 589 Kearney Street, Portland, was in the office a few days ago and stated that in the Fall of 1921 and in the Spring of 1922 he performed certain work in connection with the excavating of a channel at the Cottonwood Creek crossing, and in the making of certain repairs to roadbed on Unit #4 of the Service Creek-Valades Ranch Section. He also states that this work was performed at your request and in accordance with your orders, and that he has not yet received payment therefor.

For the excavating of the channel at the Cottonwood Creek Crossing, which work Mr. Burton says was performed in the Spring of 1922, he claims that there is owing him a total amount of $80.00. He did not, however, give us an itemized statement supporting this amount.

In the repairing of roadbed, he claims that the following time was expended:

October 19, 1921 - 16 hours, Man and team
" 20, " - 16 " " " "
" 21, " - 8 " " " "
" 25, " - 24 " " " "
" 26, " - 24 " " " "
" 27, " - 24 " " " "
November 14, " - 16 " " " "

He did not mention any particular rate at which he expected to be paid for this time, but he would of course expect payment at the current rates in the locality at the time the work was performed.

Please advise us as to whether or not the claims of Mr. Burton are legitimate claims, giving us complete information in regard thereto.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

Office Engineer .

CC Mr. C. W. Wanser,
The Dalles, Oregon.

Claim of P. H. Burton

Mr. P. H. Burton, 589 Kerney St., Portland, claims that he is entitled to payment for the following work in connection with the construction of bridges and the repair of roadbed on Unit No. 4 of the Service Creek - Valades Ranch Section:-

(1) Excavating Channel at Cottonwood Creek Bridge:-
Spring of 1922 - - - - $80.00

(2) Repairs to Roadbed:-

Oct. 19, 1921	16 hrs.	Man + Team	A. A. Kirkwood to assign rates.
" 20, "	16 "	" "	
" 21, "	8 "	" "	
" 25, "	24 "	" "	
" 26, "	24 "	" "	
" 27, "	24 "	" "	
Nov. 14, "	16 "	" "	

(3) Hauling Concrete Mixer:-
(Fall of 1922) Returning to Service Ranch a concrete which was loaned to Stephens of Bridge Dept and left by him at John Day.

Rosecrans writing to Stephens for information

July 23, 1923.

Mr. P. H. Burton,
589 Kearney Street,
Portland, Oregon.

PR#6 - Unit No. 4.

Dear Sir:

In reply to your letter of July 29, we have to advise that on February 10, 1923, we mailed to A. D. Kern, a warrant for $11,256.72 covering final payment in connection with the A. D. Kern Contract for the grading of Unit No. 4 of the Sarvice Creek-Valadee Ranch Section.

This payment of $11,256.72 included $363.40 allowed in the form of an adjustment to cover the extra cost of footing excavation for the Johnny Creek and Cottonwood Creek Bridges, which extra expense was occasioned by the change from pedestal construction to pier construction. The whole of this allowance of $363.40 was entirely in addition to any previous amounts allowed in connection with the construction of those bridges.

Very truly yours,

ROY A. KLEIN
State Highway Engineer .

By

Office Engineer .

SHP:AP

W. N. DANIELS, Owner
FRED M. WASHBURN, Manager

A fine view of the
beautiful Willamette River

HOTEL HARRISON

Corner Front and Harrison Sts.
PORTLAND, OREGON
"The City of Roses"

Sleeping and Housekeeping rooms 50c per night
$2.50 and up per week, the best place
in town for the price

Portland 7-28 1923

JUL 31 1923

Mr. Hobert
Salem Ore

Dear Sir

Will you please give me the date that Kibby drawed his check for the extras on the John Day Highway bridges. He emphatically denies he has received any since ~~more~~. Perhaps you can advise what to do. or how to proceed.

Resp Yours

P. H. Burton
589. Kerney St
Portland
Ore

ANSWERED
S. H. Probert

---

*4

y 10th, making in-
mates for the
ion, and for the
e are today turning
the preparation of
f send out for your

A. D. Kern,
Exchange Bldg.,
Portland, Oregon.

January 26, 1923.

Attention Mr. H. J. Wallace

PR#6 - Unit #4

Dear Sir:

Reference is made to your letter of January 16th, making inquiry as to when you may expect to receive your final estimates for the grading of Unit #4 of the Service Creek-Valades Ranch Section, and for the grading of the Wallowa-Canyon Section.

In this connection we have to advise that we are today turning over to the Auditing office the information necessary for the preparation of your final pay vouchers. These vouchers should be ready to send out for your signature within the next two or three days.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

SHP:ER

A. D. KERN
EXCHANGE BUILDING
PORTLAND, OREGON

TELEPHONE
BROADWAY 5725

ATTENTION OF

SUBJECT

January 16, 1923.

PR6
4

RECEIVED
JAN 17 1923
OREGON
STATE HIGHWAY COMMISSION

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir;-

Willyou kindly advise when we may expect to receive the final estimates on Unit No. 4 of the John Day Highway (Contract #212) and on Wallowa Canyon (Contract #249).

We are quite anxious to receive these estimates as soon as convenient in order to close our books for 1922.

Respectfully yours,

A. D. KERN

By H. J. Wallace

HJW:R

ANSWERED
S. H. Probert

PRG
H

January 9, 1923

Alterations in details of
construction Unit 4, Sarvice
Creek-Valades Ranch Section,
John Day Highway in Grant
County, A. D. Kern, contractor.

Mr. Herbert Nunn,
State Highway Engineer,
Office.

Dear Sir:

Pursuant to your instructions we have investigated the matter of changes in details of construction on Unit No. 4, Sarvice Creek-Valades Ranch Section, John Day Highway, and submit herewith the following report and recommendations.

Between Sta. 1060 (Rock Creek) and Sta. L^2 16 plus 29 (near Rattlesnake Creek) through what is known as the Picture Gorge of the John Day River, the line was located as a bench line, well up along the bluff, there being approximately 21,500 cu. yds. of waste material. Subsequent to the time that contractor had assembled steam shovel equipment upon the project, the line was thrown away from the bluff and the grade lowered.

The change eliminated 21,594 cu. yds. or 79% of side cast materials and increased the haul quantities by 11,010 cu. yds. or 164% and reduced the total yardage bid upon by 10,584 cu. yds. or 31% all of which operated to the disadvantage of the contractor and a saving to the State.

It is therefore proper to make adjustment on the basis of contractor's original bid compared to the quantities moved in their new proportions and to allow a part of equipment assembling charges in direct proportion to the reduced yardage.

To arrive at this result the quantities have been segregated into five classes, for both the preliminary and constructed line, as follows:

Class 1. Materials that could be side casted.
Class 2. Materials a portion of which could be side casted but necessitating the maintenance of haul equipment and including all materials hauled to a maximum limit of 100 feet.
Class 3. Materials hauled between the limits of 100 feet and 200 feet.

Class 4. Materials hauled between the limits of 200 feet and 300 feet.
Class 5. Materials hauled beyond the 300 foot limit.

Line	Total Quantities	Class 1	Class 2	Class 3	Class 4	Class 5
Preliminary	34,117	27,597	4,305	1,611	349	455
Constructed	23,533	5,803	10,574	3,091	1,712	2,353
Difference	-10,584	-21,594	+6,269	+1,480	+1,363	+1,898
Per cent	- 31	- 79	+146	+90	+390	+417

CONTRACTORS BID COVERING SHOVEL OPERATION.

	Class 1	Class 2	Class 3	Class 4	Class 5
Shovel rental	$20.00	$20.00	$20.00	$20.00	$20.00
Coal and oil	50.00	50.00	50.00	50.00	50.00
Shovel foreman	9.46	9.46	9.46	9.46	9.46
Shovel engineer	9.46	9.46	9.46	9.46	9.46
Shovel craneman	8.46	8.46	8.46	8.46	8.46
Shovel fireman	6.86	6.86	6.86	6.86	6.86
Shovel pitmen	10.50	10.50	10.50	10.50	10.50
Dumpmen	-	10.50	10.50	10.50	10.50
Shovel repairs	10.00	10.00	10.00	10.00	10.00
Teams, teamsters and hauling equipment	10.00	20.00	30.00	40.00	60.00
Cost per shovel day	$134.74	155.24	$165.24	$175.24	$195.24

	Preliminary Line				Constructed Line		
Class	Output per Shovel Day	Cu. Yds.	Cost per Cu. Yd.	Total Cost of Class	Cu. yds.	Cost per cu. yd.	Total Cost of Class
1	425	27,597	.3170	8,484.85	5,803	.3170	1,839.55
2	300	4,305	.5175	2,227.84	10,574	.5175	5,472.05
3	240	1,611	.6885	1,109.17	3,091	.6885	2,128.15
4	190	349	.9223	321.88	1,712	.9223	1,578.98
5	150	455	1.3016	592.23	2,353	1.3016	3,062.66
		34,117	.3792	12,935.97	23,533	.5983	14,081.39

Bid on shovel operation	.3792
Bid reduced to yardage in the new proportions	.5983
Difference	.2191

23,533 cu. yds. times .2191 equals $5,156.08

Cost of assembling and moving out steam shovel equipment as per attached bills and payrolls $2,108.93

This expense prorated according to the yardage moved gives $2108.93 times 31% equals $653.77 to which contractor is entitled on account of reduced yardage.

On Cottonwood and Johnnie Creek bridges the type of foundation was changed. Pedestals, the excavation for which was included in the price bid per cubic yard of concrete, were changed to piers and abutments. Wet excavation was encountered. It is thought fair to deduct from the foundation quantities the excavation required for pedestals as this item is included in the bid and to pay for the remaining yardage at a rate double the bid for roadway materials.

Johnnie Creek:

9.4	cu. yds. common excavation	$2.00	$18.80
21.8	" solid rock excavation	3.80	82.84

Cottonwood Creek sta.

24.1	cu. yds. intermediate excavation	$2.00	$48.20
56.2	" solid rock excavation	3.80	213.56
111.5	cu. yds. wet excavation	3.26	363.40

Our recommendations summarized are as follows:

23,533 cu. yds. @ .2191 increase, equals Due to change in haul	$5,156.08
31% of $2,108.93 prorata of shovel expense equals	653.77
111.5 cu. yds. wet excavation @ $3.26	363.40
Total amount recommended	$6,173.25

This amount is $58.52 less than the amount mentioned in preliminary report dated January 5, and is due to error in computation in preliminary report.

Respectfully submitted,

Assistant Engineers.

CONTRACT#214

PR-23 Lakeview-New Pine Creek 1919-1923

214

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. [illegible]ALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.,
Oct. 16, 1923.

NOTED
R.A.K.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Letter dated October 6th from Mr. Purcell regarding condition of headwalls on the Lakeview-California Line Section is noted.

Owing to the lateness of the season, it would not be advisable to do any concrete work. We are including this work in the 1924 maintenance Budget.

Very respectfully,

C. C. Kelley
C. C. Kelley,
Division Engineer

CCK:RW
cc Bureau of Public Roads
B. J. Crowley

RECEIVED
OCT 19 1923
OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No......

POST OFFICE BUILDING,
PORTLAND, OREG.

April 9, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We return herewith in quadruplicate final voucher covering work done on Oregon Federal Aid project No. 23.

The item of 4,917 cubic yards of common excavation shown under "Contingencies" cannot be allowed and should be eliminated from the voucher. Our recommendation for approval of this project is dated December 1st, 1919, and at that time your estimate showed the same amount of common excavation as shown on your final estimate and therefore no excavation work was performed after our recommendation of approval. As you know, we cannot participate in the payment for any work done prior to approval of plans, specifications and estimate by the District Engineer.

Yours very truly,

C H Purcell
District Engineer.

[illegible] 11 1921
STATE HIGHWAY ENGINEER

PR
2

UNITED STATES DEPARTMENT OF AGRICULTURE

Feb. 25, 1921.

Mr. D. E. Crowley,
Resident Engineer,
Lakeview, Oregon.

19-21
File

Dear Sir:

In checking your final estimate against the final records you submitted, we find a discrepancy in the item of Gravel Measurement. We have three gravel receipt books received with your other final data marked "Unit No. 1, ~~Lakeview-New Pine Creek~~" and aggregating 1,886 cu yds. Your final estimate shows 2,786 cu yds.

Please send us the additional receipt books to cover this difference or explain the variance.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by F. D. Mason,
ES
C. C. to L. D. Bishop, Div. Engr.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F. A. 23.

POST-OFFICE BUILDING
PORTLAND, OREGON

April 6, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Under separate cover we are forwarding one set of plans for Oregon Federal Aid Project No. 23 approved by the Secretary March 3, 1920.

Yours very truly,

C H Purcell

Distridt Engineer,

23
38 4/7/20
Rec'd
H.E.G.

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

March 20, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND OREGON

The project agreement and certificate to cover Oregon project No. 23 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

Assistant in Road Management.

Fwd Oregon [illegible]

Enclosures.

lcb-mms

Form P. R. I. 2

State Oregon

Project No. 28

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of Feb 1920, by and between the State Highway Commission of Oregon , ~~constituting for the purpose hereof, the Highway Department of the State of~~ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 14th day of October 1919, a project statement, which was approved by the Secretary on the 12th day of December, 1919 for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 3rd day of March, 1920, and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, six hundred and sixty-seven and 02/100 ~~seven thousand, six hundred and eighty-two and 40/100~~ (4,667.02) dollars (~~$7,682.40~~) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State By the State of Oregon, by Act of Legislature, Chapter
By act of the Legislature of (date
175, Laws of 1917, appropriating funds for cooperation with Federal Govern-
and citation), appropriating dollars.
ment on Post Roads. $7,216.58 designated by Highway Commission for this Project.

* (*b*) By the County of Lake, by resolution of County Court appropriating
By tax levy or bond issue authorized by act of ....(date and citation).
funds for cooperation with the State and Federal Government. Resolution dated January 9, 1920 appropriates $3,841.20 from General Road Fund of County

(c)

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 0/00 at south city limits of Lakeview, and survey station 94/00, a point 1.78 miles south

terminal points, a distance of 1.78 miles, known

locally as the LaPine-Lakeview Highway, Lakeview-California Line Section, Unit No. 1, Lake County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of **four thousand, six hundred and sixty-seven** ~~seven thousand, six hundred and eighty-two~~ **and 02/100** ~~and 40/100~~ dollars, certified to the Secretary of the Treasury as above mentioned, being **fifty** per cent of **nine thousand, three hundred and thirty-four and 05/100** ~~fifteen thousand, three hundred and sixty-four and 80/100~~ dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .... (Official or depository.) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... (State or county.) of .... (Name.)~~

~~(Strike out if not appropriate.)~~

Article V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer, Salem, Oregon
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county.) of

Oregon (Name.) of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

Article VI. ' ghway Department will maintain said project in compliance with said act of July 11 , out of funds which have been or will be made available therefor by said State in the m herein set forth, to wit:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

~~Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: ---------- (Include reference to statute making appropriation and probable amount annually available.)~~

~~The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ----------~~

~~(Strike out if not appropriate.)~~

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 3rd day of March, 1920

State Highway Commission of Oregon
(Official title of Highway Department.)

By S Benson
Chairman, State Highway Commission.
(Title of officer.)

By R A Booth
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By Ed E Kiddle
Member, State Highway Commission.
(Title of officer.)

By ----------
(Title of officer.)

By ----------
(Title of officer.)

By ----------
(Title of officer.)

[SEAL.]

C F Marvin
Acting *Secretary of Agriculture.*

○

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 0+00 at south city limits of Lakeview, to survey station 94+00, a point 1.78 miles south locally known as LaPine-Lakeview Highway, Lakeview-California Line Section, Unit 1, Lake County and designated in the records of this Department as Project No. 23, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $ 9,334.05 as the total estimated cost of said project, and the sum of $ 4,667.02 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 3rd day of March one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

C. F. Marvin
Acting *Secretary of Agriculture.*

Copy for State Highway Department

PR 23

J-3

Engineering - [illegible]
Oregon [illegible]

February 6, 1920.

Mr. C. H. Purcell,
District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

As requested in your letter of January 30, we are today recommending the approval of the amendment on Oregon Federal Aid Project No.23, decreasing the total estimated cost to $9,334.06 and the Federal Aid to $4,667.02.

Two copies of the estimate upon which will be based the Project Agreement are attached hereto and supersede those transmitted with our letter of December 13.

Very truly yours,

Chief Engineer.

lgb/eg

Enclosure.

RECEIVED
FEB 1[illegible] 1920

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

PR 3

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads.
Oregon F.A. 23.

January 30, 1920.

RECEIVED
FEB 1 1920
[illegible]

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of January 20th. enclosing revised estimate to cover Oregon Federal Aid Project No 23.

We cannot see our way clear to use the estimate you have submitted and have prepared an estimate, copy of which is enclosed, to be used as the basis of the Project Agreement.

We enclose also Project Agreement in triplicate for execution by the State Highway Department. Articles 1 and 6 have been left blank to be filled in by the highway department.

Yours very truly,

C.L. McKesson
Acting District Engineer,

(Enclosures.)

Noted [illegible]

COPY OF DETAIL ESTIMATE UPON WHICH
PROJECT AGREEMENT IS TO BE BASED
FOR
OREGON PROJECT NO. 33:

January 29, 1920.

Quantity.		Item.	Unit Price.	Amount.
96	Lin.ft.	12" Culvert Pipe	$ 2.50	$ 240.00
32	" "	24" " "	2.50	80.00
120	" "	6" Porous Drain Tile	.30	36.00
50	Cu. Yds.	Gravel Backfill for Drains	3.00	150.00
2326	" "	Run-of-Bank Gravel Macadam	3.25	7,559.50
2326	" "	Screened Gravel Macadam (Alternate)	4.00	
140	" "	Clay or other earth filler	3.00	420.00
		Sub-total, ...		$ 8,485.50
		10% Engineering & Contingencies, ...		848.55
		Total, ...		$ 9,334.05

Length 1.78 miles
Cost per mile 5243.85
F.A. requested 4667.02

[illegible] 1920

OREGON FEDERAL AID PROJECT NO. 23.

Total Work Accomplished Prior to Recommendation by District Engineer.

December 1, 1919.

January 29, 1920.

All Required,		Clearing & Grubbing,		$ 30.00
5,600	Cu. Yds.	Excavation, no classification,	$ .64	3,640.00
32	Lin. Ft.	18" Culvert Pipe	2.50	80.00
6	Cu. Yds.	Class "C" Concrete	32.00	192.00
474	Cu. Yds.	Run-of-Bank Gravel Macadam	3.25	1,540.50
		Total cost of work in which U.S. does not participate, .		$ 5,482.50

RECEIVED
1920

January 20, 1920.

File: Project No. 23.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing copy of monthly estimate as basis for project agreement on the Lakeview-California Line Section, Oregon Post Road Project No. 23.

The monthly field estimate covering work done to December 1st, 1919, which is the date of approval of this project by your office, you will note, shows a large over-run on the grading quantities which have been done. This is occasioned by the fact that the Lake County Court, who are the contractors on this section, desired ~~decided~~ to raise and widen the roadbed, all of this work in addition to the amount shown on the original plans being solely at their own expenses. For this reason, we assume that the Government is not interested in the financial status of this extra work done, and have supported the original total obligation only under our showing of funds available.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

for Office Engineer.

[illegible]

STATE HIGHWAY COMMISSION — OREGON FEDERAL AID PROJECT #25

Detailed Estimate as basis for Project Agreement

UNIT NO. 1 LAKEVIEW-CALIFORNIA LINE SECTION
In LAKE COUNTY

Based on Contract Prices.

Salem, Oregon, January 20, 1920

Total Quantities Supported by Plans

Quantity	Item	Unit Price	Amount	
All Required	Clearing & Grubbing	$	$ 30.00	
5,600 Cu. Yds.	Excavation, No Classification	.65	3,640.00	
1,000 "	Overhaul per 100 ft. (Included in Excavation Price)			
96 Lin. Ft.	12" Culvert Pipe	2.50	240.00	
32 "	18" Culvert Pipe	2.50	80.00	
32 "	24" Culvert Pipe	2.50	80.00	
120 "	6 " Porous Drain Tile	.30	36.00	
50 Cu. Yds.	Gravel Backfill for Drains	3.00	150.00	
6 "	Class "C" Concrete	32.00	192.00	
2,800 "	Run-of-Bank Gravel Macadam	3.25	9,100.00	
2,800 "	Screened Gravel Macadam (Alternate)	4.00	- -	
140 "	Clay, Or Other Earth Filler	3.00	420.00	
	Total		$ 13,968.00	$13,968.00
	10% Engr. & Cont.		1,396.80	
	Total obligation set up under plans		$ 15,364.80	

Total Work Accomplished Prior to Approval December 1, 1919

Quantity	Item	Unit Price	Amount
All Required	Clearing & Grubbing		30.00
10,517 Cu. Yds.	Excavation - No Classification	.65	6,836.05
124 Lin. Ft.	18" Culvert Pipe	2.50	310.00
72 "	20" Culvert Pipe	2.50	180.00
8.28 Cu. Yds.	Class "C" Concrete	32.00	264.96
474 "	Run-of-Bank Gravel Macadam	3.25	1,540.50
	Total		9,161.51

Credit by Overruns on Original Estimate Quantities

Quantity	Item	Unit Price		Amount	
4,917 Cu. Yds.	Excavation, No Classification	$.65	$3196.05		
92 Lin. Ft.	18" Culvert Pipe	2.50	230.00		
72 "	20" Culvert Pipe	2.50	180.00		
2.28 Cu. Yds.	Class "C" Concrete	32.00	72.96		
	Total Overruns			$3679.01	
	Balance to be Deducted			$ 5,482.50	5,482.50
	Net Total				$ 8,485.50
	10% Engr. & Cont.				848.55
	TOTAL upon which Government cooperates				$ 9,334.05

Length of Project 1.78	
Cost Per Mile $5,243.85	
Federal Aid Requested	$4,667.02
State Funds Available	7,216.58
County Funds Available	3,481.20
	$15,364.80

Signed J. W. DeSouza
ASST. HWY. ENGINEER
Office

PR23

January 14, 1920.

File : Proj. 23

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are sending you herewith three copies of the resolution passed by the County Court of Lake County appropriating funds for cooperation on Federal Aid Project No. 23.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-LM

Tl. W

RESOLUTION.

WHEREAS, the State of Oregon, by its State Highway Commission, and the Federal Government, by and through its Bureau of Public Roads, have designated for improvement that certain section of highway in Lake County, known and designated as Unit No. 1 of the Lakeview-New Pine Creek Section of State Highway No. 19, which said section of highway is to be improved as a post road project; and

WHEREAS, the cost of improving and constructing said section of highway, which said cost is estimated to be of the sum of $15,364.80, is to be borne proportionately by the Federal Government, the State of Oregon and the County of Lake, in the following proportionate amounts: Fifty percent of the estimated cost of said improvement to be paid by the Federal Government: twenty-five per cent by the State of Oregon, and twenty-five percent by the County of Lake; and,

WHEREAS, the improvement of said section of highway as contemplated, will be of special benefit to Lake County; and,

WHEREAS, it appearing to the County Court of Lake County, that there should be at this time appropriated out of the funds of the County, a sufficient amount to pay Lake County's proportionate amount of the costs of said improvement;

THEREFORE, be it, and it is hereby resolved by the County Court of Lake County, sitting at this time as a County Court for the transaction of County business that Lake County does hereby approve of and accept the proposal to improve and construct the said section of highway herein designated for improvement as a post road; and said County hereby obligates itself to pay its just proportionate share of the total completed cost of the improvement of said section of highway, which said total cost is estimated at the sum of $15,364.80.

And be it resolved that there be, and there is hereby set aside, and appropriated out of the funds of the County, the sum of Three thousand, eight hundred, forty-one and 20/100 Dollars ($3,841.20) to be used and applied on the cost of said improvement.

And be it further resolved that should the final cost of said improvement exceed the said estimate of $15,364.80, then the said Lake County does hereby obligate itself to pay its just proportionate share of the ultimate cost of said improvement over and above the said estimated cost.

Be it further resolved that this resolution be entered in the County Court Journal, and that a duly certified copy of this resolution be delivered to the Federal Government by delivering the same to its Bureau of Public Roads, and that a like copy be delivered to the Oregon State Highway Commission, the delivery and receipt of which said copies shall be deemed sufficient to authorize the improvement of said section of highway, and shall thereby become a binding obligation on the County of Lake for the purpose and to the extent herein stated.

Dated this 9th day of January, 1920.

E.H. Smith
County Judge.

J.P. Duke
Commissioner.

STATE OF OREGON,)
:
County of Lake.)

I, John Ward, County Clerk and ex-officio Clerk of the County Court of the County and State aforesaid, do hereby certify that the foregoing copy of Resolution has been by me compared with the original, and that it is a correct copy therefrom, and of the whole of such original Resolution as the same appears of record and on file in my office and in my custody.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of the County Court this 10" day of January, 1920.

John Ward

County Clerk and exofficio
Clerk of the County Court.

PR 23
36

December 20, 1919.

Mr. Earl Withycombe,
Klamath Falls, Oregon.

Dear Sir:

On December 4th we telegraphed to J. P. DeVoy to immediately prepare and submit an estimate of all work done on the Lakeview-New Pine Creek Section prior to December 1st, the date upon which approval was granted by the District office of the Bureau of Public Roads. We also wrote to you upon the same date in regard to this estimate inasmuch as the project agreement with the Government covering the construction of this work is being held up awaiting these quantities, we would request that you kindly give this matter your immediate attention.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:LM

Copy for State Highway Department

B-1

December 12, 1919.

Mr. C. H. Purcell,
Postoffice Building,
Portland, Oregon.

Dear Sir:

On December 12, 1919, the Secretary of Agriculture approved Oregon project statement No. 25, involving the improvement of 1.76 miles of the La Pine-Lakeview Highway in Lake County, at an estimated cost of $15,364.80 and on which Federal Aid to the extent of fifty per cent is requested.

Very truly yours,

Chief Engineer.

Noted
HAP/
JWS

LHB:AM

C.R.#23

December 4th, 1919.

Mr. Earl Withycombe,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

We are today in receipt of a letter from the Portland office of the Bureau of Public Roads stating that the Federal Aid plans for the Lakeview-New Pine Project had been approved as of December first, 1919. Inasmuch as construction work on this project was started on October 21st, the Government will not cooperate upon any work done between October 21st, and December first, and the Bureau of Public Roads has requested that we make up a detailed estimate of the work done prior to December first, and deduct these quantities from the total quantities as shown upon the plans submitted. The remaining quantities will then be used as a basis for the Project Agreement.

We have accordingly wired to Mr. J. P. DeVoy, resident engineer at Lakeview, to prepare and submit to this office the detailed estimate of the work done before December first.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

F.A.#23

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads.
Oregon 23.

December 3, 1919.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We will recommend approval of Plans, Specifications and Estimate for Oregon Federal Aid Project 23 under date of December 1, 1919.

We note that work was started on this project on October 21st. The Project Statement was not received until November 17th, and the Plans November 20th. It will be necessary for you to make an estimate of all work done prior to date of our recommendation of approval, December 1, 1919, and submit an amended agreement estimate eliminating therefrom the work done before December 1st. Federal Aid when approved would then be on a basis of 50% of the remainder of work to be done.

Yours very truly,

J.A. Elliott
Acting District Engineer.

CLMc/elw.

Noted
GAP.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1.

In your reply please
refer to file No. ______
Engineering - Post Roads
Oregon No. 23.

Postoffice Building,
Portland, Oregon.

NOV 20 1919

November 19 1919.

State Highway Commission,
Salem, Oregon.

Gentlemen:

We hereby acknowledge receipt of triplicate copies of Project Statement and supporting papers for proposed Federal Aid post road project in Lake County, between Lakeview and California line known as Unit No. 1, Lakeview-California Line Section.

We have given this project our number 23.

Very truly yours,

J Elliott
Acting District Engineer.

Noted
[illegible]

P.R. 23

Plans submitted to
Portland Nov. 15th

SAP

noted gws

OREGON FEDERAL AID PROJECT #23

f Cost Based on Contract
e Basis for Project Agreement

. 1 OF THE LAKEVIEW-CALIFORNIA LINE
Y IN LAKE COUNTY

Salem, Oregon, Nov. 15, 1919

	Unit Price	Amount
		$ 30.00
ation)	.65	3,640.00
nav. Price)		
	2.50	240.00
	2.50	80.00
	2.50	80.00
	.30	36.00
ns	3.00	150.00
	32.00	192.00
un	3.25	9,100.00
er	3.00	420.00
		$ 13,968.00
nt.		1,396.80
		$ 15,364.80

Length of Project - e - 1.78 Miles
Cost Per Mile

Federal Aid Requested	$7,682.40
State Funds Available	$3,841.20
County Funds Available	$3,841.20
Total	$15,364.80

Signed

Assistant Highway Engineer

P.R. 23

OREGON STATE HIGHWAY COMMISSION   OREGON FEDERAL AID PROJECT #23

Detailed Estimate of Cost Based on Contract Prices and To Be Used As Basis for Project Agreement

GRADING AND GRAVELING UNIT NO. 1 OF THE LAKEVIEW-CALIFORNIA LINE SECTION IN LAKE COUNTY

Salem, Oregon, Nov. 15, 1919

Quantity		Item	Unit Price	Amount
All Required		Clearing & Grubbing		$ 30.00
5,600	Cu. Yds.	Excavation (No Classification)	.65	3,640.00
1,000	Yds.Sta.	Overhaul (Included in Excav. Price)	——	——
96	Lin. Ft.	12" Culvert Pipe	2.50	240.00
32	"	18" " "	2.50	80.00
32	"	24" " "	2.50	80.00
120	"	6" Porous Drain Tile	.30	36.00
50	Cu. Yds.	Gravel Backfill for Drains	3.00	150.00
6	"	Class "C" Concrete	32.00	192.00
2,800	"	Run-of-Bank Gravel Macadam	3.25	9,100.00
140	"	Clay or Other Earth Filler	3.00	420.00
		Sub-total		$ 13,968.00
		10% Eng. & Cont.		1,396.80
		Total		$ 15,364.80

Length of Project - e - 1.78 Miles

Cost Per Mile		
Federal Aid Requested	$7,682.40	Signed
State Funds Available	$3,841.20	
County Funds Available	$3,841.20	
Total	$15,364.80	

Assistant Highway Engineer

SPECIAL PROVISIONS

NO CLASSIFICATION OF EXCAVATED MATERIAL.

Under this contrast excavation will not be classified in accordance with the classification specifications given on page 15. The contractor will bid a single price for excavation, and all excavation, regardless of the nature of the material excavated, will be paid for at this price. Excavation shall be made in accordance with the instructions of the Engineer and will include construction of roadbed to the grade and allignment established by the Engineer, excavation of cut-ditches and drain ditches of all kinds, and all other excavation of whatever nature that may be ordered. In no case, however, will this be interpreted as including as pay quantity any excavation properly a part of the preparation of subgrade as specified on page 53 of the Standard Specifications.

SURFACING

Width and Thickness;

Gravel surfacing shall be twelve (12) feet wide, and shall be laid in two courses of an average thickness of four (4) inches each.

Kinds;

Alternate bids will be considered on "Crushed Gravel Macadam, Waterbound" and on "Screened Gravel Macadam, Waterbound" Surfacing shall be laid in accordance with the specifications for the particular kind as given in the Standard Specifications of the State Highway Commission, except that the maximum size of material in the base course shall be one and one-half (1½) inches instead of two and one-half (2½) inches as stated therein.

PA#23

November 15, 1919.

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are today submitting to you the Project plans for Unit No. 1 of the Lakeview-California Line Section in Lake County, Oregon, Federal Aid Project No. 23. The detailed estimate which we desire to have used as a basis for the Project Agreement is enclosed herewith, as are also the Special Provisions which we desire to use supplementary to our Standard Specifications.

The work covered by this Project is now under contract to Lake County. For that reason, early action by your Bureau will be greatly appreciated.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

noted [illegible]

[illegible]

By

Office Engineer.

PR #23

November 15, 1919.

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are sending you herewith three copies of the Project Statement for the grading and graveling of a 1.78 mile section between Lakeview and the California Line in Lake County, to which project, the number 23 has been assigned. The resolution of the County Court in making the appropriation of County funds to be used in connection with this project, calls for one fourth of the total cost of construction. We note from letters received from you this morning that you require resolutions of this kind to set forth an actual amount, rather than a percentage or fractional part of the actual cost. We will, therefore, provide you with a resolution of the County Court appropriating a definite amount equal to one fourth of the total of the project estimate, as soon as this revised resolution can be secured from the County Court.

As this project is already under contract, it will be necessary that it be included among those projects to be paid for from Federal Aid funds available prior to the fiscal year 1921.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MY

STATE Oregon

PROJECT NO. 23
(Not to be filled in.)

Form P R L 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) October 14, 1919

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Act, Chapter 175, Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road Unit No. 1, Lakeview-California Line Section
2. Located between Lakeview and California Line, County of Lake
3. Points of beginning and ending South City Limits of Lakeview to point 1.78 Miles South
4. Length in miles (gross) 1.78 (net) 1.78

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

[illegible]

5. Miles of project used as post route None; miles not used as post route 1.78

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

Road to be improved traverses well settled and productive agricultural district and in addition to being a part of a state highway is an important market road leading into the trading center of a district approximately sixty by eighty miles

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) A part of an important state and interstate highway

11. Improved roads adjacent or contiguous and type of each Same highway from Lakeview North eleven miles now under contract for some form of improvement under F.A. Project No. 32.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 5, (*b*) passenger motor vehicles 30, and (*c*) horse-drawn vehicles 10

13. Local traffic, approximate average daily number of (*a*) trucks 5, (*b*) passenger motor vehicles 10, and (*c*) horse-drawn vehicles 10

14. Description and present condition of traveled way Unimproved dirt road, No Drainage, No Surfacing

15. Proposed width of surfacing 12; feet between ditches 20; approximate maximum gradient 5 per cent.

16. Proposed type of construction Gravel Surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project Gravel available at Lakeview end of project
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None
(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State and County
(State or (and) county.)

20. Amount of funds which are / will be available for construction: (a) State $3,341.10 and such additional funds as may be required to insure completion of project
(Amount.) (Source; refer to statute.)

(b) County $3,341.10 See attached resolution of County Court of Lake County
(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by
(State or (and) county.)

from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

16. Proposed type of construction **Gravel Surfacing**

17. Location, nature, and extent of deposits of local materials suitable for use on this project

Gravel available at Lakeview end of project

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet **None**

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by **State and County**

(and county.)

and such additional

2

(b) C

from

Dep

y

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

Resolution of Lake County Court appropriating County Funds, attached

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project **State Standard Forms of Contract and Contractor's Bond will be used.**

8—4256

25. Reconnaissance estimate of cost of project:

Made by Based on Contract Prices Date Oct. 14, 1919

APPROXIMATE QUANTITY.	UNIT.	ITEM.	PRICE.		AMOUNT.	
	Cu. yds	Excavation, ____ % rock				
	Sq. yds	Surfacing of				
All Required		Clearing & Grubbing			30	00
5,600	Cu. Yds.	Excavation (No Classification)		65	3,640	00
1,000	Yd. Sta.	Overhaul		00	0	00
96	Lin. Ft.	12" Culvert Pipe	2	50	240	00
32	"	18" " "	2	50	80	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
32	Lin. Ft.	24" Culvert Pipe	2	50	80	00
120	"	6" Porous Drain Tile		30	36	00
50	Cu. Yd.	Gravel Backfill	3	00	150	00
6	"	Class "C" Concrete	32.	00	192	00
2,800	"	Gravel Macadam	3	25	9,100	00
140	"	Clay or Earth Filler	3	00	420	00

Length, 1.78 miles.

Cost, $ ________ per mile.

Subtotal	13,968	00
10% Engineering and Contingencies	1,396.80	
Total	15,364	80

This estimate approved by:

Roy A. Klein

(Title) Asst. State Highway Engineer

26. Amount of Federal aid desired 7,682.40

(State in lump sum or percentage, but not both.)

8—4256

27. Payment desired on completion or as work progresses **as work progresses**

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of State of Oregon, Salem, Oregon

29. Additional remarks

Gravel Macadam has been selected as the proper surfacing for this project for the following reasons:

(1) Limited funds available and large of mileage of roads demanding maintenance and improvement, eliminate hard surface paving from consideration.

(2) Poor road soil, wet springs, and long dry summers make surfacing of some kind necessary.

(3) Scarcity, long haul, and poor quality of other road surfacing material available, make gravel the most logical material to use.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman
(Title of officer)

By W. L. Thompson

Commissioner
(Title of officer)

By

Commissioner
(Title of officer)

T. 39 S. R. 20 E.
T. 40 S. R. 20 E.

P.R. #23

October 15, 1919.

Mr. Earl Withycombe,
District Engineer,
Klamath Falls, Oregon.

Dear Sir:

The office of Public Roads has requested us to advise them when work on the various Post Road Projects is started. We have construed this to mean that they desire the date when actual construction work was started, and not the preliminary work of establishing camp. In order that we may accede to their request, please advise us the date upon which the actual construction work is started on the following Projects:

Contract No. 214, Project No. 23 Lakeview-New Pine Creek Sect.
" " 215 " " 32 Lakeview-Crooked Creek Section.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JWD-[illegible]

CONTRACT #218

~~PR 2~~ Myrtle Creek-Dillard
218

1917

UNITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE No. P-3

October 19, 1917.
4 p. m.

Hon. S. Benson, Chairman,
State Highway Commission,
Salem, Oregon.

Dear Sir:

I regret to advise you that the Secretary of Agriculture has disapproved Oregon project No. 2, fiscal year 1917. The reason for the disapproval of this project is that no portion of the road is used as a mail route and no evidence was submitted to show a reasonable probability that it will be so used within a reasonable time after completion of the improvement of the road involved.

Very respectfully,

L. W. Page

Director.

Form 1204

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 126 BROADWAY, PORTLAND, ORE.

FD46PO 8M 29 GOVT 3 EXTRA

WASHINGTON D C VIA SALEM ORG OCT 19 1917

S BENSON STATE HIGHWAY COMMISSION

197

1301 YEON BLDG PORTLAND ORG

SECRETARY OF AGRICULTURE HAS DISAPPROVED OREGON PROJECT TWO

PROJECT THREE UNDER CONSIDERATION

PAGE

255PM

RECEIVED
OCT 22 1917
STATE HIGHWAY
ENGINEER
Salem - - Oregon

Form 1206

CLASS OF SERVICE DESIRED	
Fast Day Message	
y Letter	X
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT
GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.	
Check	Paid & Charge
Time Filed	11:20 A. M.

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

October 18, 1917.

Secretary of Agriculture,

Washington, D. C.

Urgent need of starting construction work on Pacific Highway at once account of numerous accidents and added danger when rainy season starts makes it extremely important that Commission are informed of your action on application for cooperation on construction of Dillard-Myrtle Creek post road project in Douglas County. If for any reason department can not see its way clear to cooperate will be necessary for State Highway Commission to secure funds from other sources and prosecute this work as its condition as soon as rainy season starts will eliminate travel on a considerable section of one of the important Pacific Coast highways.

State Highway Commission.

HS

Post Road 2.

Sept. 14, 1917.

Dr. L. I. Hewes,

District Engineer,
Broadway-Yamhill Bldg.,

Portland, Oregon.

Dear Sir:

Am returning herewith the three copies of Project Statement No. 2, Myrtle Creek and Dillard, which I believe are now ready for transmittal to Washington, D. C.

Respectfully,

Secretary

HS

NITED STATES DEPARTMENT OF AGRICULTURE.
OFFICE OF PUBLIC ROADS AND RURAL ENGINEERING.
DISTRICT NO. I.

BROADWAY-YAMHILL BUILDING,
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 481-Oregon Post Roads Nos. 2 and 3.

September 11, 1917.

Oregon State Highway Commission,
Care of G. Ed Ross, Secretary,
Salem, Oregon.

Gentlemen:

We acknowledge receipt to-day of statements for post road projects 2 and 3 for Oregon, namely, for the Myrtle Creek-Dillard section and the Canyon Creek Pass and Johns Place section of the Pacific Highway in Douglas and Josephine Counties, respectively, together with three copies each of the plans, and profile, and six copies of your standard form of specifications which we interpret to apply respectively, to the items involved as stated in the project statements.

On examination of the above project statements we have interviewed Mr. Benson, who suggests that we return to you all the papers for project No. 3 that you may revise the layout of the project with a view to its better qualification as a post road. The papers are accordingly herewith returned for such action. Resubmission of this project statement need not be delayed by preparation of additional plans therefor which will be needed later.

It is noted from a first examination of the papers of project No. 2 that the amount of Federal cooperation requested, namely, 50% of $233,653.75, exceeds the $10,000 per mile allowed under the Act, and presume that your intention was to claim only to the upper limit allowed in the Act. This would apparently mean Federal cooperation to the extent of $107,765.00 instead of $116,826.87. The project statement is therefore returned to you for correction of this item . Mr. Benson states also that this project statement is subject to further amendment with respect to its post road features.

We note that you have submitted vicinity maps in accordance with previous suggestions, together with postmasters' affidavits, and trust that no serious delay will occur in supplementing these project statements, as above indicated.

Very respectfully,

L. I. Hewes.
District Engineer.

This form comprises five pages.

O. P. R. and R. E.
U. S. Dept. of Agr.
Form No. PR. 1.1

State
Fiscal Year
Project No.
(Not to be filled in.)

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

(DATE) August 27, 1917

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

SIR:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (Public No. 156—64th Congress), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, out of the apportionment made by the Secretary of Agriculture for the fiscal year ending June 30, 1917. The work will be done under the direct supervision of the State Highway Department, in conformity to Section 6 of the said Act and to said Rules and Regulations.

1. Local name of road Pacific Highway
2. Located between Myrtle Creek and Dillard County of Douglas
3. Distinguishing marks on sketch plan to identify project
"A" Myrtle Creek Station 516 "B" Dillard Sta. 1065
4. Points of beginning and ending Myrtle Creek - Dillard
5. Length (gross) 10.8 miles (net) 10.7765 miles - 56,900 Lin. ft.

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany the statement.

6. Miles of project used as a rural route None ; miles of project used as a star route None ; miles of project not used as either rural or star route 10.8 miles

(Designate on sketch and describe exact location and extent of each section not now used as mail route. Insert an additional page if necessary for complete information under items 6 and 7.)

7. Facts showing probability or prospect that each portion of road not used as mail route now will be so used after construction

This project will probably be used as a mail route after construction as it will serve a great number of people not now served by rural delivery. Will connect with the existing road south from Myrtle Creek, which for a distance of ten miles is now used as a mail route. Work will be taken up next year, probably with Post Road Aid, from Dillard "B" to a point marked "C" on the accompanying plans to form a connection with the Coos Bay-Roseburg Highway which is now used as a mail route between Camas Valley and Roseburg. Plans and estimate of quantities for this portion ("B" to "C") while not a part of the present improvement are attached to show the project as a whole, which when completed will probably eliminate the fourth class post offices at Ruckles and Round Prairie as mail service would doubtless be handled by rural delivery over the proposed project.

10. Relation the project bears to the road system of the State (See Reg. 3, Sec. 1) Carries all thru north and south traffic thru state west of Cascade Range of Mountains

11. Purpose to be served by project Eliminates Roberts Mountain Grade one of the most dangerous stretches of road in the State.

12. Improved roads adjacent or contiguous and type of each Connects with fairly good macadam road to south at "A" Myrtle Creek Sta. 516. Connects with passable road north at "B" Dillard Sta. 1085.

(Give distinguishing marks to identify on sketch map.)

13. Sources and approximate quantity and kinds of traffic on project Thru automobile traffic from California and Washington aprox. 100motor vehicles daily during summer months. Carries all local traffic between Myrtle Creek & Dillard and territory adjacent thereto.

14. Description and present condition of traveled way **This project to eliminate present road over Roberts Mountain which is narrow, has dangerous curves and alignment, 10 to 20 % grades. Also eliminates 9 dangerous grade crossings of the Southern Pacific Ry. between Roseburg and Myrtle Creek.**

15. Width of existing right of way **60 ft**

16. Proposed width of surfacing **16 ft**

17. Proposed type of construction **24' Roadbed with bridges & culverts. 16' Waterbound Macadam Surface.**

18. Location, nature, and extent of deposits of local materials suitable for use on this project **Road follows meanders of South Umpqua River. Frequent deposits of clean river run gravel, also ledges of basalt and serpentine rock in large masses.**

19. Location and length of each bridge to be built or rebuilt requiring a span of more than 20 feet

Station 941 Crossing of South Umpqua River. 300' trestle approach 2125 foot spans. Concrete piers, wooden truss superstructure.

20. Administrative control of and responsibility for (*a*) construction and (*b*) maintenance

(a) State Highway Commission (b) State Highway Commission.

21. State's share of cost of construction to be provided by

Sale of bonds under Chap. 175, Laws 1917. Already $400,000 of these bonds have been sold. Additional sale will be made in advance of requirements to take care of all co-operative obligations by the Federal Government and the State of Oregon under the Federal Aid Road Act.

22. Funds for maintenance to be provided by **the State Highway Commission of Oregon. See resolution attached.**

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under the Federal Aid Road Act, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act.

- - - -   - - - - - - - - - -

I, G. Ed Ross, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting.

G. Ed Ross.
G. Ed Ross
Secretary.

24. Preferred order for this project with regard to other projects contemplated Second

25. Reconnaissance estimate of cost of project:

Made by State Highway Department Date August 11, 1917

Item	Unit	Unit Price	Quantity	Amount
Clearing	Acres	150.00	33	4950.00
Grubbing	Sq. rds.	2.00	3500	7000.00
Common excavation	cu. yds.	.40	35420	14168.00
Intermediate "	" "	.65	44000	28600.00
Solid Rock "	" "	1.20	48500	58200.00
Overhaul	" "	.02	63500	1270.00
12" plain concrete pipe	Lin. ft.	1.00	2094	2094.00
18" " " "	" "	1.75	750	1312.50
24" reinforced " "	" "	2.75	200	550.00
30" " " "	" "	4.75	256	1216.00
36" " " "	" "	6.00	138	828.00
Class A concrete	Cu.yds.	18.00	316	5688.00
[illegible] & B "	" "	14.00	132.2	1850.80
Tile drain	Lin. ft.	.20	11200	2240.00
Trestle approach	" "	15.00	300	4500.00
Spans (2-125')	" "	60.00	250	15000.00
Moving buildings, bank protection, etc.	Force Acct.			8200.00

Broken Stone Macadam-Waterbound,	24516	cu yd	@ $2.20	$53,935.20
Clay or Earth Filler	1350	"	.60	810.00
				212,402.50
10 % for Engineering & Contingencies,				21,241.25
Total estimated cost of Project,				$ 233,653.75

	Sq. yds.	Surfacing of			
		Structures under 20′ span			
		Other items:			
		Structures over 20′ span			

Length, miles. Subtotal,

Cost, $ per mile. 10% Engineering and Contingencies,

Total,

This estimate approved by:

(Title)

26. Percentage of estimated cost desired from Federal Government 80 %

Amount, $ 86,829.48

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project **State Treasurer of Oregon**

29. List of forms of the contract and of the contractor's bond attached hereto and proposed to be used in connection with this project **Specifications, Proposal and Contract Agreement - 400' scale plans**

30. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct.

Respectfully submitted,

Oregon State Highway Commission
(Official title of Highway Department.)

By S Benson
Chairman
(Title of officer.)

By W L Thompson
Commissioner
(Title of officer.)

By E J Adams
Commissioner
(Title of officer.)

STATE OF OREGON)
COUNTY OF DOUGLAS) ss.

I, Orrin a Kirby, being first duly sworn, depose and say that I am the duly appointed and qualified Postmaster of the Post-office at Myrtle Creek, Oregon; that there are a number of Star Mail Routes supplied from this office; but there is no such Star Route or Rural Route between the Myrtle Creek Post-office, and leading along the Pacific Highway northward, to the Post-office at Dillard, Oregon, some twelve miles distance.

Orrin A. Kirby

Subscribed and sworn to before me this 11th day of August, 1917.

Chas. W. Rice
Notary Public for Oregon.

My Commission expires December 20, 1919.

CONTRACT#224

0910

September 1, 1926.

Mr. H. G. Smith,
Division Engineer,
LaGrande, Oregon.

Dear Sir:

We are mailing to you today under separate cover a blue print of the final 400 foot scale map of the Baker-Middle Bridge Section of the Baker-Cornucopia Highway; this for your files.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. A. Shelley
Division Engineer.

EAS:AP

2940

September 1, 1926.

Mr. H. G. Smith,
Division Engineer,
LaGrande, Oregon.

Dear Sir:

We are mailing to you today under separate cover a blue print of the final 400 foot scale map of the Baker-Middle Bridge Section of the Baker-Cornucopia Highway; this for your files.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. A. Shelley
Division Engineer .

EAS:AP

June 9, 1921

PB
1

McCollock & McCollock,
Baker, Ore.

Gentlemen:

On behalf of the Highway Commission I acknowledge receipt of your letter of June 8th., relative to claim of lien made by W. E. Storm against J. A. Hoskins & Company. I also acknowledge receipt of notice of such claim filed with the Highway Commission for the purpose of complying with Section 2991, Oregon Laws.

Yours truly,

JMD:AF Assistant Attorney General.

PR 10

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.

Check

Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

June 8, 1920

McCulloch & McColloch,
Baker, Oregon.

Retel advise date acceptance [illegible] contract June tenth nineteen twenty.

STATE HIGHWAY COMMISSION.

Collect.

Please acknowledge recipt and file immediately.

Yours respectfully,
McColloch & McColloch

McColloch & McColloch
Attorneys-at-Law

C. H. McCOLLOCH
FRANK C. McCOLLOCH

RECEIVED
JUN 9 1921
STATE HIGHWAY ENGINEER

Baker Oregon

June 8,1921.

Secretary of State Highway Commission
Salem Oregon

Sir:-

Herewith please find notice of claim of lien as required by Sec.2991 Or,Laws against the bond taken by the commission from J.A.Hoskins & Co. and others as principal and the American Surety Co. of New York as surety for the construction of the Baker-Middlebridge section of the Baker-Cornucopia Post Road.

We are also filing an exact duplicate of this with the Secretary of State this day.

Please acknowledge recipt and file immediately.

Yours respectfully,
McColloch & McColloch

RECEIVED
JUN 9 1921
STATE HIGHWAY ENGINEER

To Secretary, State Highway Commission of Oregon
Salem Oregon

Notice is hereby given that the undersigned has a claim for labor, materials furnished, removal of solid rock, teams furnished, tents, groceries, meats, vegetables and other camp supplies furnished, board furnished to laborers, laying of culverts and excavation for same, 100 pounds giant powder, fuse and caps furnished, wages advanced for services of a water boy, stage fare paid for laborers, merchandise furnished to laborer, in the sum of One Thousand and eighty-four dollars and ninety-seven cents ($1084.97) together with interest thereon at the rate of Six per cent per annum from September 15th 1919 until paid, against the bond taken from J.A. Hoskins and Company or F.C. Oxman in person or either or both as principals and American Surety Company of New York as surety for the work of construction of the Baker-Middle Bridge section of the Baker-Cornucopia Post Road in Baker County, Oregon.

(Signed) W.E. Storm,
by Frank C. McColloch,
his attorney

OREGON STATE HIGHWAY COMMISSION

December 1, 1920.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Ore.

F.A. #10

Dear Sir:

We are returning herewith the copy of affidavit in regard to quantities between certain stations on the Baker-Middle Bridge section.

We have checked over the station numbers and quantities as shown on this affidavit and find that there is a slight discrepancy with the quantities and classifications as shown on the final estimate and final construction profile. We find that between the stations 699 + 40 and 702 + 80, the quantities consist of 446.5 cubic yards of Common and 602.8 cubic yards of Solid Rock. We note, however, that between stations 698 + 60 and stations 602 + 80, the quantities are the same as given in the affidavit for the section between stations 699 + 40 and 702 + 80.

We believe that from this information you will be able to correct the affidavit to suit the required conditions. You will note that the error may be either in the station numbers or in the quantities.

Very truly yours,

HERBERT NUNN
State Highway Engineer,

By

Office Engineer.

HEP CJR
Enc

HERBERT NUNN
STATE HIGHWAY ENGINEER

AND ASSISTANT ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
November 29, 1920.

In re: Baker-Middle Bridge.

RECEIVED
NOV 30 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I am inclosing herewith affidavit relative to classification of quantities between certain stations on the Baker-Middle Bridge grading. Before signing this affidavit I wish to make sure that these quantities agree with your final check. Kindly examine the records, making such changes as are necessary, and return to this office.

Very respectfully,

RH Baldock
Division Engineer.

RHB/V

Incl.

ANSWERED
S. H. Probert

November 6, 1920.

F.A. #10

Mr. R. H. Coppock,
Lyle,
Wash.

Dear Sir:

We are today mailing to you under separate cover a blueprint copy of the final construction profile for Miles #12, #13 and #14 of the Baker-Middle Bridge section. This is being sent in accordance with a request from McColloch & McColloch, attorneys for W. E. Storm, a sub-contractor on this work under J. A. Hoskins. A blueprint of this profile is being furnished as it is contrary to our practice to allow original data of this kind to leave the Salem office, although the original information can be inspected at our office at any time. This profile shows the quantities as allowed the contractor in his final estimate.

Very truly yours,

HERBERT NUNN
State Highway Engineer,

By

Office Engineer.

RHB OJR
Enc (sep cover)

c c to McColloch & McColloch. Baker,Ore.
c c to R H Baldock

November 6, 1920.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

F.a. #10

Dear Sir:

We are enclosing herewith a copy of our letter to Mr. R. H. Coppock of Lyle, Wash., transmitting to him a blueprint copy of the profile for Miles #12, #13 and #14 of the Baker-Middle Bridge section. A print of this profile is being mailed to you under separate cover.

For your information in this connection, I might say that in case this matter comes into court, we will have some difficulty in fully supporting our estimating quantities. You will recall that the final data for this project was returned to your office for correction. When this information was returned, the corrections made were not entirely satisfactory, but due to the fact that the estimate had already been held up several months, we felt that we would not be justified in returning it again for correction. The mass diagram, which was prepared in this office, fails to check the distribution as shown upon the profile, the borrow quantities on the profile having been based upon a uniform shrinkage of ten percent, whereas the mass diagram, which was used only in the computation of overhaul, was based upon varying shrinkage and swell allowances. The borrow shown upon this mass diagram is very considerably below the borrow quantities shown upon the profile and upon the final estimate.

We believe that whoever made the check of these quantities in your office is not competent to handle work of this nature and should not again be entrusted with the checking of final estimate quantities or work of equal responsibility.

Very truly yours,

HERBERT NUNN
State Highway Engineer,

By

Office Engineer.

SHP CJR
ENC

Baker, Oregon,
October 25, 1920.

RECEIVED
OCT 28 1920

Copy

Mr. R. H. Baldock
State Highway Commission Office,
La Grande, Oregon.

Dear Sir:

We represent Mr. W. E. Storm who is the defendant in an action at law instituted by J. A. Hoskins for the recovery of certain money which Hoskins claims his partner F. C. Oxman overpaid Storm on account of work done by Storm as a subcontractor on the Baker-Cornucopia post road. As a matter of fact Storm did not receive any where near the sum to which he was entitled under his contract with Hoskins & Oxman and has made a counterclaim for money which he believes to be due him for work performed thereon and for which he has not yet receivec payment.

One of our most important witnesses is Mr. R. H. Coppock of Lyle Washington, who was an engineer in the employ of the Commission on this job and he has requested that we send him the profile of miles 12, 13, and 14 of that job. We understand from the boys in the office here that all those records have been sent to you at La Grande.

Would it be askinb too much for you to forward the ~~profiles~~ of miles 12, 13 and 14 to Mr. Coppock at Lyle Washington so that he may go over the same and thus be better able to testify as a witness in out behalf? We feel that Mr. Storm has been bery badly imposed upon by the Hoskins-Oxman crown and that he has really been made the "goat" in vulgar language, in a fight between the former partners. If you will forward these profiles to Mr. Coppock we will be responsible for their safe return and will be glad to stand any expense incident to the same.

Yours very truly,

(SIGNED) MCCOLLOCH & MCCOLLOCH.

xxxxxxxxxxx LA GRANDE,
OCTOBER 27, 1920.

RECEIVED
OCT 28 1920
STATE [illegible]

Messrs. McColloch & McColloch,
Attorneys at Law,
Baker, Oregon.

Dear Sirs:

This is to acknowledge receipt of yours of the 20th instant, requesting a final profile of miles 12, 13 and 14 on the Baker-Middle Bridge Section of the Baker-Cornucopia Highway.

This is to advise that all the final records of this work are on file in the Highway Office at Salem, Oregon. I have taken this matter up with the office engineer at Salem and will be pleased to advise you as soon as I receive a reply.

Very respectfully,

RH Baldock

Division Engineer.

RHB/V

cc Herbert Nunn.

October 27, 1920.

William Duby, County Judge,
Baker County,
Baker, Ore.

7.a. #10

Dear Sir:

We have your letter of Oct. 25th, making inquiry as to whether the voucher for $5,280.89, payable to F. C. Cuman, represents final payment upon both grading and graveling or upon grading only.

This will advise you that this voucher covers final payment upon the grading only and a separate voucher has been drawn and already forwarded to Mr. Cuman covering final payment upon the gravel work. This voucher also covers payment for the force account work referred to by Mr. Cuman.

Very truly yours,

HERBERT NUNN
State Highway Engineer,

By

Office Engineer.

EHF GR

TEACHERS EXAMINATION HELD THE THIRD WEDNESDAY IN J [illegible] MBER

Baker County
OREGON

A. B. COMBS, JR., COUNTY CLERK
R. P. ANDERSON, SHERIFF
ELIZA M. PEARSON, TREASURER
HARRY G. HYDE, ASSESSOR
ELMETTA BAILEY, SCHOOL SUPT.
E. F. WEST, CORONER
IRA. L. HOFFMAN, SURVEYOR

COUNTY JUDGE, WM. DUBY
COMMISSIONERS: E. E. MARKER
JESSE DODSON
DISTRICT ATTORNEY, W. S. LEVENS

CIRCUIT COURT
CONVENES
SECOND MONDAY IN FEBRUARY
SECOND MONDAY IN JUNE
SECOND MONDAY IN NOVEMBER

GUSTAV ANDERSON
CIRCUIT JUDGE

PROBATE COURT
FIRST MONDAY IN EACH MONTH

COUNTY COURT
FIRST WEDNESDAY IN EACH MONTH

Baker, Oregon, October 25, 1920

State Highway Commission,
Salem, Oregon.

Gentlemen:

Mr. F. C. Oxman handed me an instrument for his signature, which reads as follows:

"I, F. C. Oxman, of the -- hereby accept the sum of $5,339.89 as final payment for all work preformed and material furnished and acknowledge this amount together with prior payments to be payment in full for all claims against the Oregon State Highway Commission and County of Baker, under contract No. 177 dated August 5, 1919, for grading 9 7/10 miles of the Baker- Haines road of the Old Oregon Trail in Baker Co. I also certify that all claims for labor, material and supplies furnished in connection with the above contract have been fully paid."

Now Mr. Oxman advises me that there is something due him yet on graveling and force account and he further advises me that if this receipt only pertains to grading he is willing and ready to sign the same, otherwise he is not.

Now he added this paragraph to what you had sent him: (graveling surface and force account on grade ordered by State Highway Commission, not included in this final statement.

Kindly advise me at your earliest convenience with reference to this matter, and greatly oblige

Yours very truly,

Wm Duby

D:H County Judge.

PR
10

October 14th, 1920.

Mr. R. H. Baldock,
Division Engineer,
LaGrande, Oregon.

File PA-10

Dear Sir:

On March 23rd Baker County appeared before the Highway Commission and agreed to pay 50% of the cost of surfacing an additional four thousand feet on the Baker-Middle Bridge Section which had not been included in the original grading and surfacing contract.

Will you please advise us as to the station limits of this four thousand foot section referred to. It is very important that we have these in order that we may be able to secure payment from Baker County for the 50% of the cost of the work.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. W. DeSouza,
ET

PR 10

August 28, 1920.

Mr. F. C. Oxman,
Baker, Oregon.

File 1-PA

Dear Sir:

Final settlement with J. A. Hoskins & Co. for the grading of the Baker-Middle Bridge Section has just been completed and in accordance with your letter of June 24th we are sending you herewith a copy of the final settlement.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

C. A. HARRINGTON

OXMAN & HARRINGTON
CONTRACTORS
HOME OFFICE: K. OF P. BUILDING
TELEPHONE 140
BAKER, OREGON

June 24 1920.

Mr. Roy A. Klein,
Salem, Oregon.

Dear Sir:

Please forward us copy of the final settlement that is about to be made on the grading of the 19 miles of the Baker-Cornucopia Middle Bridge Section ~~of the Old Oregon Trail~~.

Yours truly,

F. C. Oxman
By M.

FCO/MW

ANSWERED
H. [illegible]

August 14, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File - 10.

Dear Sir:

Herewith we are returning to you four copies of final
voucher on the Baker-Middle Bridge Section, Oregon Federal
Aid Project No. 10, in the amount of $19,036.05. This estimate
has been corrected in accordance with the desires of your office
and we trust that it will be satisfactory for payment in its
present form.

The point was raised, with the suggestion that we leave the
items shown as we have them, that Washington might not approve the
use of an under-run on the item of scarifying. This item was in-
cluded in the project agreement estimate at the price of $690.00,
the actual cost of construction being $632.04. In as much as this
$632.04 had been shown on previous vouchers, it was not deemed ad-
visable to increase this to the allowable $690.00 on the final
voucher. The entire matter is not clear to us, but we do not feel
that we should be required to forfeit the Federal Aid on the amount
on which the item ~~over~~under-ran.

On page 3 of a letter from your solicitor dated February 8, 1918,
File A-8, it was stated that he does not think it was the intention
of Congress that the balance saved by a state through attentive and
economical construction should be re-apportioned among the states.
This item does not involve any re-apportionment as yet, but it looks
to us as though the fact of whether or not it will, ~~not ultimately~~,
is beside the question. It would therefore appear to us that the
amount which we have saved through attentive and economical construction
should merit the allowance of its use as an under-run.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By R.A.K.
Asst. ~~Office~~ Engineer.

Dictated by J. W. DeSouza.
ET

July 30, 1920.

F. A. - 10.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing five copies of final voucher in the amount of $19,034.05, on the Baker-Middle Bridge Section, Oregon Federal Aid Project No. 10.

The grading of this project was completed and accepted as of November 12, 1919. The contract date of completion was September 30, 1919, and an extension of thirty days was granted. We quote you herewith formal extract from the official minutes of the Commission meeting of October 7th, 1919, covering this extension.

"The following extensions of time were requested and approved:

F. C. Osman, Baker-Middle Bridge Project, extension of thirty days from September 30, 1919."

The surfacing was completed and accepted as of June 10, 1920, the contract date of completion being May 31, 1920, with no extension granted.

As you will note, the time limit on the grading was exceeded by thirteen days, and the surfacing by ten days, making a total of twenty-three days at $25.00 per day, or $575.00. Deduction of this amount would reduce the cost of the project to the State from the total of $142,989.21 to $142,414.21. Considering only the Project Agreement Estimate quantities and Allowance for Engineering and Contingencies, the cost to the State is reduced from $128,989.13 to $128,414.13.

The Federal co-operation on this project was not fixed at any definite percentage, but was allowed in the sum of $67,269.18, provided this amount did not exceed 50% of the total cost of the project. The deduction, on either of the bases given above, of the liquidated damages accruing to the State will still leave the proportion of Federal co-operation below 50% and we do not believe that any deduction for liquidated damages should be made from our voucher.

In further support of this contention, we believe that it is no more than fair to assume that the use of all the quantities and allowance for contingencies covered by the Project Agreement Estimate was accomplished prior to the dates of completion, and that the excess upon which the Government does not co-operate was subsequent to these dates.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer,

Dictated by J. W. DeGouma,
RT
Enc.

T. G. MONTGOMERY, PRESIDENT
J. W. STUCHELL, VICE-PRESIDENT

DIRECTORS:
VIS W COX JAS. H. NICHOLS DR. C. E. BARTO
M. F. CUNDIFF F. W. EPPINGER
T. G. MONTGOMERY J. W. STUCHELL

W. W. EVANS, CASHIER
LEWIS FERNALD, ASST.-CASHIER

No. 6768

THE CITIZENS NATIONAL BANK

BAKER, OREGON

PR107

July 27, 1920.

Mr. J. M. Devers,
Assistant to Attorney General,
Salem, Oregon.

Dear Sir:

In an effort to ascertain what is holding up the final settlement on the Baker Middle Bridge project, about which you wrote us on the 9th and we replied on the 13th, sending you letters from the bondsmen signifying their willingness to have the matter adjusted, the writer has interviewed Mr. Oxman, Mr. Soule, Mr. J. A. Hoskins and Mr. J. F. O'Bryant, and learned from Mr. Soule that he made a complaint to you that the funds received by Mr. Harder were not applied in cleaning up certain small claims, which he stated were to have been paid first. I enclose a letter from him, which we hope cures this objection. None of the others had any objections or desire to delay settlement.

Please be advised that checks were issued last December covering all of the claims against the contractors and aggregating $1449.31, in addition to a balance of $2675.87 still due this bank, which will make a total, including accrued interest, of considerably less than $4500.00. These checks would be delivered to the proper persons by us on receipt of your remittance.

If you have more than $4250.00 still to be paid upon this contract we wish to assure you that every claim will be paid on receipt of the money, and we sincerely hope that this information, with the letter from Mr. Soule, will enable you to favor us with a prompt remittance.

Yours very truly,

T. G. Montgomery
President.

TGM/HA
Enc.

MEMBER
FEDERAL RESERVE
SYSTEM

From J L Soule Baker Oregon July 27 1920

To Citizens National Bank Baker Oregon

Subject Claim against J A Hoskins and Co.

Attention of Mr Montgomery

cc for Mr J M Devers Assistant to Attorney General for the Highway Commission

Under date of Feb 2 a check was delivered to you with instructions that it be delivered to me and payment thereof be made in due course of business, following the recipt of funds to be placed to the credit of J A Hoskins and Co.

It now appears that the State Authorities, because of misunderstanding of the situation, have withheld cetain of the funds that were expected to be received to cover the check drawn to my order and certain other checks representing claims for labor and supplies.

This lettter is to request that you give to the legal department of the State of Oregon such assurances that there be no further delay in the payment of the amount due said J A Hoskins and Co and that each and every d claim of the said contractor be satisfied out of said funds as soon as received.

Yours truly

J. L. Soulé

R R 10

July 23, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of July 12th requesting that maintenance work be started on certain parts of the Baker-Middle Bridge Section of the Baker-Cornucopia Highway Federal Aid Project No. 10. Our Division Engineer, Mr. R. H. Baldock, has been instructed to give this matter his attention.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 10.

POST-OFFICE BUILDING
PORTLAND, OREGON

July 12, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

A final inspection has been made of Oregon Federal Aid Project No. 10, and attention is called to the fact that the unsurfaced portions are rough and that these, as well as the recently gravelled sections, will require considerable maintenance which should begin at once. We would, therefore, request that you start procedure at once to secure maintenance which will keep this road in satisfactory condition.

Yours very truly,

J.A. Elliott

Acting District Engineer,

July 21, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

P. R. - 10

Dear Sir:

Herewith we are enclosing four copies of final voucher in the amount of $ 19,036.05 on the Baker-Middle Bridge Section, Oregon Federal Aid Project No. 10.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. W. DeSouza.
ET
Enc.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

July 12, 1920.

IN YOUR REPLY PLEASE
REFER TO FILE NO.
Engineering - Post Roads.
Oregon F.A.10.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Reference is made to Oregon Federal Aid Project No. 10.

As requested in your letter of June 9th, the item "48 inch concrete culvert pipe" has been substituted for corrugated iron pipe in the agreement estimate. Payment for this item may be claimed on the next voucher submitted for this project.

Yours very truly,

C L McKisson
ACTING District Engineer,

SHP.

3P

July 12, 1920.

American Surety Co.,
600-601 Yeon Bldg.,
Portland, Oregon.

Gentlemen:

We are in receipt of your letter of the 8th instant making inquiry regarding the surfacing of the Baker-Middle Bridge Section on the Baker-Cornucopia Highway in Baker County, your bond No. 206,849-A.

We beg to advise that this work was completed as of June 10th, and the final estimate is now being checked.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dictated by J. T. De Souza.
BT

American Surety Company
of New York.
Capital $5,000,000.

F. W. Lafrentz, President.

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

JOHN K. KOLLOCK, ATTORNEY

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE
SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON

600-601 YEON BUILDING

TELEPHONE MARSHALL 116

Home Office Building.

PORTLAND, ORE., July 8, 1920

Re: 208849-A : F. C. OXMAN to State of Oregon.
Contract for gravel surfacing Baker-Middle Bridge Section of Baker-Cornucopia Highway in Baker County, $17,925.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

I would thank you to inform me how work is progressing under the contract of F. C. Oxman with the Highway Commission for gravel surfacing the Baker-Middle Bridge Section of the Baker-Cornucopia Highway in Baker County; contract dated Oct. 7, 1919; in the approximate amount of $35,850.00.

A stamped envelop is enclosed for your convenience in replying.

Very truly yours,

W. J. Lyons
Manager.

Ans [illegible]

Enc.
WJL-s

FORM 4 [illegible]

[illegible]ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PT
10

Baker, Oregon, June 28, 1920.

In re: Baker-Middle Bridge- Graveling.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Inclosed please find bill from F. C. Oxman, amount $248.68, to cover work done on Baker-Middle Bridge Section of the Baker-Cornucopia Highway in Baker County. I am attaching same to order for extra work, which has been approved by M. O. Bennett, Division Engineer at Pendleton.

Very respectfully yours,

R H Baldock

Division Engineer.

RAT/V

Inclosures.

HAP

From J L Soule Baker Oregon. Jume 28,1920.

To Highway Commission Of Oregon.

Subject J.A.Hoskins & Company.

Some time sence I wrote you calling attention to the fact that payment of labor and supply accounts had not been made.

It may be that you did not understand that checks to cover all labor and supply accounts were delivered to the bank of which Mr B.E.Harder was cashier, but that the bank for some reason took all the money in sight to pay the notes held by it and did not pay any of the checks which were given to its cashier at the time the order was made to pay to Mr Harder the amounts payable on account of the State Highway Commission to J A Hoskins & Co.

Unless your office sees fit to call the bank to account it may be necessary for some one to bring suit for diversion of trust funds.

Kindly advice me if you will take the matter up with the bank, or will it be necessary for me to obtain a Lawyer and compel an accounting.

Yours truly,

J. L. Soule

F. C. OXMAN

C. A. HARRINGTON

OXMAN & HARRINGTON
CONTRACTORS
HOME OFFICE: K. OF P. BUILDING
TELEPHONE 140
BAKER, OREGON

PR
15

June 24 1920.

J. M. Devers,
Assistant to the Attorney General.
Salem, Oregon.

Dear Sir:

In answer to yours of the 23rd, and as I am one of the bondsman on the Hoskins Contract of the Baker-Cornucopia Highway, financed the proposition and done all the work, and had considerable trouble with Mr. Hoskins, I do not want this final settlement to go to J. A. Hoskins, as you have been nofified that it has been mutually agreed between myself and Mr. Hoskins that the proceeds of this final settlement is to go to the cashire of the Citezens National Bank at this place.

Hoping you do not overlook this point and I will get the proper credit, as all bills are paid.

Yours truly,

F. C. Oxman

FCO/MW

Form 39

BR

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Baker-Middle Bridge
Date June 20, 1920
Week from June 13 to June 20
Highway Baker-Cornucopia
Job Prefixes 1PA1
(List prefixes of all jobs worked on, giving approximate percentages of time on each)
County Baker
Number in party Self + 1 (Part time)
Survey will be completed about
Camp location Baker
Mail address Baker
(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Contractors have finished. Shoulders have been fixed from Sta 120-170 and rest of grade put in very presentable appearance.

This is last weekly report for this work.

Signed H G Smith
Title Res Engr

ditions, before any decision is made, and to that on you may call

P.R10

June 10, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Surveys are being made by this Department of the Section of the Baker-Cornucopia Highway lying between those sections improved under Federal Aid Projects Nos. 10 and 11. It has been our intention to ask Federal Cooperation on the construction of this Section, which is approximately 27 miles in length and involves considerable heavy work. To construct this road on five percent grades and a twenty-four foot roadbed, the standards used on projects 10 and 11, would run the grading cost of the project up to six hundred or seven hundred thousand dollars, while there is available only two hundred thousand with which Federal Funds could be matched for this project.

In view of the light traffic to which this section of road will be subjected and the limited amount of funds available, we believe that in the construction of this section, the use of 6% grades and a roadbed 16' wide in fill and 14' wide between ditches in cut, is warrented. With these standards, the cost of the grading could be reduced to the neighborhood of four hundred thousand dollars, making the financing of the project possible.

The limited mileage which we have been able to secure with the money expended upon our projects in this vicinity, including the Federal Aid Projects, has made us subject to much criticism, and we feel that we must get more mileage for our money. Also, we believe that a mistake was made in building projects 9, 10 and 11 to the standards to which they were constructed. The character and amount of traffic over them do not warrent such expensive construction. We believe that the 6% grades and 16 and 14 foot roadbed are fully adequate for the twenty-seven mile unit which we now propose to construct.

Not knowing what your attitude would be towards cooperation on this project with the standards of construction outlined above, we would like to have an expression from you before further action is taken. We would like, if possible, to have you go over this project on the ground, and study the traffic conditions, before any decision is made, and to that end you may call

#2

upon our Division Engineer, Mr. R. H. Baldock, at Baker, at any time, and he will be glad to take you over the proposed route.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

P

NOTED
H. N.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads
Oregon F. A. 10 - 11.

June 12, 1920.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Your letter of June 10, regarding additional work on the Baker-Cornucopia Highway, has been considered.

The traffic over the Baker-Cornucopia Highway which you are now proposing to improve, is, as you point out in your letter, very light. At the present time prevailing prices are extremely high and with the contractors generally loaded to full capacity with work, there is very little likelihood of any great reduction in costs this year. Bonds are also selling at a very heavy discount. These conditions, together with the fact that many miles of more important State highways are urgently in need of funds for completion, make us question the advisability of considering at the present time the expenditure of a large amount of Federal Aid funds on an improvement which will be for some time to come so lightly used. The use of Federal Aid funds on the roads more urgently needed will reduce the necessity of the State being forced to sell as many bonds as it would otherwise. It is also important to note in this connection that the amount of Federal Aid now appropriated for the country is limited and is not sufficient to cooperate equitably on the more important State highways.

We do not believe that the allotment of two or three hundred thousand dollars of Federal Aid for the further improvement of this relatively unimportant State highway could be justified in view of present conditions. We could not, therefore, recommend this project for approval at the present time.

Very truly yours,

District Engineer.

June 10. 1920.
File: [illegible] No. 10

Mr. F. C. Oxman,
Baker, Oregon.

Dear Sir:

Replying to your letter of May 30th, we have to advise that the final estimate for the grading of the Baker-Middle Bridge Section is now in the Division office at Baker, having been returned there for correction. The fact that Mr. Coppock, the resident engineer on this work, is no longer connected with the Highway Department, has complicated somewhat, the checking of this estimate, causing considerable duplication of work. We expect, however, to be able to issue the final voucher within the next two or three weeks.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-

C. A. HARRINGTON

OXMAN & HARRINGTON
CONTRACTORS
HOME OFFICE: K. OF P. BUILDING
TELEPHONE 140
BAKER, OREGON

10

May 30 1920.

Mr. Roy A. Klein,
Secretary Highway Commission,
Salem, Oregon.

Dear Sir:

When Mr. Nunn was here some two weeks ago, he requested me to drop you a line in regard to the money that is due me on the contract on the Baker-Middle Bridge Section of the Cornucopia Highway. Mr. Hoskins and I had some difference in settling up and the money was asked to be turned over to Mr. Harder at the Citizens National Bank of Baker, and as this job lost me money I wish you would see that this money is forwarded to me as soon as possible.

Hoping you will give this matter your personal attention as I am in need of this money, and the job has been completed and the money is long past due.

Thanking you in advance for this favor, I remain,

Yours truly,

F. C. Oxman

MW/FCO

ANSWERED
[illegible]

June 9, 1930.

File: F.A. No. 10

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

In connection with Federal Aid Project number 10, it has been foundnecessary to lay ten feet of 48" Reinforced Concrete Culvert pipe, in the extension of a culvert already in place. Inasmuch as the Project Agreement for this Project did not include the item of 48" Reinforced Concrete pipe, we have been unable to secure Federal Aid upon this item. We would, therefore, request that the agreement estimate be altered by substuting ten lineal feet of 48" Reinforced Concrete Culvert Pipe for the item of ten lineal feet of 48" Corrugated Galvanized Iron Culvert pipe.

Our contract price for 48" Reinforced Concrete Culvert Pipe is $6.90 per lineal foot.

We are basing this request upon your letter of June 7th, which states that substitutions of this kind can be affected without necessitating the executing of a supplementary Project Agreement.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

From J. L. Soule' Baker, Oregon June 5, 1920.

To Oregon State Highway Commission, Salem Oregon.

Subject Final Settlement J. A. Hoskins & Co.

Gentlemen:

Some time since you made a remittance of $1515.15 to the Citizens National Bank to apply on this account, advising them that 5% of the gross amount of the contract was still unpaid.

The Bank applied the entire amount of this remittance against notes and failed to make any provision for the payment of fourteen claims amounting to $1449.31, covering labor and supplies used upon the highway and in completing the audit of closing the books of the contractor.

It is my opinion that the Bank was in error in making this application of the funds and that specific remittance to cover the labor and supplies claim should be immediately made by the Highway Commission to the Bank or that the Bank should be forced to make re-appropriation of that amount and deduct it from the credit allowed on the notes. There certainly is no justification for the Bank or anyone else in appropriating funds to pay itself in advance of prior claims for labor and supplies and for my part I must insist that remittance be made me within the next ten days for $100.00, plus interest at 8% from the date of the check which was placed in the Bank's hands for delivery and I think the Commission should make the same ruling in respect to all other claims for labor and supplies.

Yours truly,

J. L. Soule'

May 26, 1920.
File: P.R. No. 10

Mr. R. H. Baldock
Division Engineer,
Baker, Oregon.

Dear Sir:

Our check of the Baker-Middle Bridge grading final has been completed, and we regret to have to advise that numerous discrepancies have been found. We are, therefore, returning the final data to you along with detailed notes covering the various discrepancies, and would request that you immediately check this information over and submit a revised final estimate to be used as a basis for final payment.

The big discrepancies in excavation quantities appear to be due chiefly to the determination of borrow quantities. Our quantities of borrow have been computed assuming that all excavation quantities have been distributed to the most economical advantage. There appeared to be no other basis upon which to work as the distribution as shown on the profile submitted from your office was apparently a paper distribution and not based upon actual field distribution. In any event, there were so many errors in the distribution as submitted, that it could not be used as a basis for correct distribution.

You will note that our overhaul quantities are very nearly the same as estimated by Mr. Coppock, and that our excavation quantities are nearer his than yours. This gives us further reason to believe that your office is in error in the distribution of quantities, and, therefore, in the estimating of borrow.

The creditors of the contractor on this work are very anxious that the final estimate be paid, and we are receiving numerous inquiries from them. For this reason, together with the fact that the work has been completed for more than six months, we hope that you will make an effort to get this estimate corrected up so that payment can be made. We do not wish to be too technical in this matter, and to cause delay over items which amount to little or nothing. We do, however, want to eliminate errors of consequence, in order that we may be able to support our final estimate at least within three or four hundred dollars. Keep this in mind and do not go into detail in the rechecking of these quantities, which will result in delay unless considerable amounts are involved.

Understand that we do not claim that our quantities are the quantities that the contractor is entitled to. They are the quantities which are supported by the final records as nearly as we can determine them. Use our figures for what they may be worth, but do not cut your estimate unless you are fully satisfied that it is in error.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads,
Oregon F.A. 10.

POST-OFFICE BUILDING
PORTLAND, OREGON

RECEIVED

May 7, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are returning voucher, in triplicate, stated in the amount of $14,155.23 for work done on Oregon Federal Aid Project No. 10 for the period from September 10, 1919 to March 10, 1920.

The pro rata share of the United States should be 44% instead of 50%. The total obligation set up by the State based on agreement estimate quantities and contract prices amounts to $128,989.13, made up of a construction cost of $117,262.85 plus 10% engineering and contingencies $11,726.28. Federal Aid funds allotted to the project, as set forth in the project agreement, amount to $57,269.18. This amount divided by the total obligation fixes the United States pro rata share at 44%. The period should be from September 11th. in order to not overlap the previous period which included September 10th.

Yours very truly,

C.H. Purcell

District Engineer,

Noted [illegible]

(3 enclosures.)

May 3, 1920.

File P.R. No. 10

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

This is to acknowledge receipt of Force Order No. 3, under the F. C. Oxman Contract for the macadamizing of the Baker-Middle Bridge Section. This order covers the scarifying of subgrade between Station 180 and Station 300, which work the order states was done with the approval of Mr. Bennett.

We do not believe this work should have been allowed as force account work, inasmuch as the contract specifically states that no payment will be made for preparation of subgrade, on the force account basis. In this connection, we quote from the Special Provisions as follows:

> "The contractor's attention is particularly called to the regrading which will be required in connection with this work, and to the fact that the cost of this work must be included in the price bid per cubic yard for surfacing. No payment for excavation in connection therewith will be made and no force account allowed."

Inasmuch, however, as the work was specifically ordered by Mr. Bennett, and agreement made with the contractor that force account would be allowed, the order will be accepted and payments of bills for the work involved allowed.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM
C.C. to M.O.Bennett
H.G.Smith

May 1, 1920. PR

File: 10

Mr. H. G. Smith,
Baker, Oregon.

Dear Sir:

We have your letter of April 30th, stating that the April estimate for the Baker-Middle Bridge macadamizing was sent out from your office on April 10th. This is to advise that the estimate was received from Baker today, having been misplaced in that office.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

HERBERT NUNN
STATE HIGHWAY ENGINEER

AND ASSISTANT ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Baker Oregon April 30,1920.

RECEIVED
MAY 1 1920

In Re:-Baker Middle Bridge Est. for April

Your file I.R. No.10

Mr.Herbert Nunn   Attention Mr.L.E.Parsons

Dear Sir:-

Estimate for Baker Middle Bridge Section,Contract No. 224,left my office April 10 th.as customary.

I always send in estimates even when there has been no work but there was work done this particular month.

I will send through a new set if they cannot be located.

Yours truly

H G Smith

Res.Engr.

ANSWERED
S. H. Probert

OREGON STATE HIGHWAY COMMISSION

Baker, Oregon,
April 23, 1920.

PR
10

In re: Baker-Middle Bridge Section-
Force Account Order No. 2.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I am inclosing herewith Force Order No. 2, covering removing loose rock near headwall of culvert on the Baker-Middle Bridge Section of the Baker-Cornucopia Highway.

Very respectfully.

R H Baldock
Division Engineer.

✓
RAT/V

1 Incl.

cc H. G. Smith.

Noted EG

APR 26 1920

FORM 4 10M-11-19

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR
10/

Baker, Oregon,
April 16, 1920.

In re: 1 PA.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. S. H. Probert.

Dear Sir:

A few days ago I sent you by express Final Notes for Grading Baker-Middle Bridge Section of the Baker-Cornucopia Highway, as follows:

Blue Print Project Map and Profile, on which was indicated on map, in red, changes in alignment.

Revised Profile-	Station	0 + 00	to	199 + 00
	"	199 + 00	"	577 + 00
	"	577 + 00	"	793 + 00
	"	793 + 00	"	960 + 00

Material- Statement of Bridges and Concrete Culverts, Hard paper maps showing revisions:

Station	755 + 27.03	to	781 + 29.6
"	599 + 78	"	638 + 69.4
"	658 + 03.8	"	690 + 20.9
"	659 + 41	"	600 + 91
"	389 + 42.7	"	419 + 32.3

Mass Diagram.
Original Cross Sections for Location.
Original Cross Section Books- Construction.
Original Platted Cross Sections.
Level Notes.
Final Cross Section Notes- Construction.
Final Platted Cross Sections- Construction.

Regarding Final Platted Cross Sections: Attached to these is explanation regarding these notes, which I believe covers this matter quite thoroughly, and that the Cross Sections as changed represents the grading as done.

Notes
SHP.

I am inclosing herewith Final Estimates in triplicate; Quantity Summary Sheets in duplicate, and Summary for above work.

Very Respectfully,

R. H. Baldock
Division Engineer.

RAT/V
Inclosures. Registered.

April 13, 1920.

File: P.R. No. 10

Mr. F. C. Montgomery, President,
Citizens National Bank,
Baker, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of April 9th making inquiry in regard to the date upon which final payment can be expected, upon the G[illegible] Hoskins Company contract for the Grading of what is known as the Baker-Middlebridge Project.

In this connection, we have to advise that our field engineers have experienced some difficulty in completing the computation and check of the final quantities under this contract, and the final estimate and supporting field notes were just yesterday received in this office. Check of the quantities will require about one week, after which time, the final voucher will be prepared and submitted to the contractor and the State Highway Commission for acceptance and signatures. It will therefore, be approximately four weeks before actual payment can be made.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

3HP- MM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 10

April 3, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Your letter regarding additional surfacing proposed on Oregon Federal Aid Project No. 10 has been received.

This amendment of the project will be recommended for approval by this office when the revised estimate and resolutions of appropriation are received.

Yours very truly,

C H Purcell

District Engineer,

Notif
SAP.

[illegible] 1920

TEACHERS EXAMINATION HELD THE THIRD WEDNESDAY IN J[illegible]ID[illegible]BER

BAKER COUNTY
OREGON

A. B. COMBS, JR., COUNTY CLERK
R. P. ANDERSON, SHERIFF
ELIZA M. PEARSON, TREASURER
HARRY G. HYDE, ASSESSOR
ELMETTA BAILEY, SCHOOL SUPT.
E. F. WEST, CORONER
IRA. L. HOFFMAN, SURVEYOR

COUNTY JUDGE, J. B. MESSICK
COMMISSIONERS: JAS. P. RITTER
JESSE DODSON
DISTRICT ATTORNEY, W. S. LEVENS

CIRCUIT COURT
CONVENES
SECOND MONDAY IN FEBRUARY
SECOND MONDAY IN JUNE
SECOND MONDAY IN NOVEMBER

GUSTAV ANDERSON
CIRCUIT JUDGE

PROBATE COURT
FIRST MONDAY IN EACH MONTH

COUNTY COURT
FIRST WEDNESDAY IN EACH MONTH

Baker, Oregon,

March 31, 1920.

7.A.#10

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

Yours of the 27th inst. received, relative to graveling that section of the Baker-Cornucopia road which was overlooked in the estimate, calling for a total of $3,671.25. We will forward your resolution covering this item at our next meeting, which takes place the first Wednesday in April.

Trusting this will meet with your approval, I remain

Very truly yours,

County Judge.

WD/MC

Notis
HP

March 27, 1920.

File: P.R. No. 10

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads.
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In connection with Federal Aid Project No. 10, it has developed that the part of this Project between Stations 200 and 240 should be surfaced. The County Court of Baker County has expressed its willingness to cooperate in the surfacing of this section to the extent of 50% of the actual cost, and we would, therefore, request that the Project Agreement for this Project be amended to include this additional work.

Our idea in handling this work would be to enter into a supplementary agreement with the contractor who is now handling the surfacing of other parts of this Project to include this additional work at the same unit prices as apply to the other work under his contract.

Our estimate of the costs of surfacing this Section is as follows:

1,000	Cu. Yds.	Gravel Surfacing	@ $2.80	$2,800.00
1,250	Yd.Miles	Pay Haul	.43	537.50
		Sub-total		$ 3,337.50
		10% Engr. & Contg.		333.75
		Total		$ 3,671.25
50% to be paid by Baker County				$ 1,835.63
Federal Aid Requested				1,835.62
		Total		$ 3,671.25

We are today writing the County Court of Baker County to make the necessary appropriation of County funds and as soon as this is received, we will submit copies to your office together with the revised detailed estimate to be used as a basis for the amended Project Agreement.

Noted [illegible]

Very truly yours,
HERBERT NUNN,

By

Office Engineer

SHP:MH

PR
10

March 26, 1920

Subject: Baker-Middle Bridge Sec.
Baker-Cornucopia Highway.

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

At the last meeting of the State Highway Commission the County Judge appeared before the Commission with a letter from you recommending the placing of 1018 yards of gravel on the Baker-Cornucopia Highway between station 200 and 240 at an estimated cost of $5,379.60.

This expenditure was approved by the Commission provided the Baker County Court would pay one-half of the expense, which they agreed to do.

We have requested the Baker County Court to pass an appropriate resolution covering this amount.

This letter will be authority for you to proceed along these lines.

Yours respectfully,

Secretary.

RAK:LM

FORM 2A 5M-6-19

BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Baker, Oregon.
Feb. 21, 1920.

RECEIVED
FEB 24 1920

S.H.P.
Mr. Kl:
Advises settlement
this basis OK
R.A.K.

In re: P.R. No. 10.

Mr. Herbert Nunn, Attention S. H. Probert.
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to my letter of the 9th, inst., will advise that the transferrence of cross sections to hard copy as per standard, on Baker Middle-Bridge Section, is about completed.

However, will advise that in making rough checks here and there, I feel certain there are a number of mistakes in detail, for instance I find that the line was revised ina number of places apparently by eye on ground, no transit notes for such line changes have been found. This is indicated by the re-cross section notes of completed line, the shift in line was from 5 to 15 feet.

The cross sections as plotted in fill sections show almost invariably the position of center line and slopes as proposed, and not as built, and I have noted a few mistakes in cut sections. This renders it impossible to figure overhaul since the fill quantities are incorrect. There are no mass diagrams made for overhaul quantities. It may be that fill quanities exceeed cut, and borrow will need be allowed

In view of this circumstance I do not like to send the notes in without thoroughly checking them here. The work is a few miles from Baker, and if field work is necessary for additional data, it can be easily obtained. I estimate it would require about three weeks for a force of four men to complete this work properly.

If you prefer , I can send the notes in to Salem, but would suggest checking work here first.

I am very sorry that the work is in such condition, Mr. Coppock, who had charge of the work and is responsible for condition of notes, is no longer in the employ of the Commission. The delay undoubtedly works a great hard ship on the Contractor, and because I believe most of the errors are of a minor nature, would suggest if possible paying all but 5%, which would be about $5000.

I feel that the Department in holding up contractors estimate, weaken their position, and you may be assured that I am giving this feature rigid attention. I am requesting Resident Engineer's to keep their work in such shape that they can finish the estimate in a very short time, and the checking will be an easy matter. I make this a subject for monthly personal inspection

Will go ahead in checking work unless you advise to the contrary.

Very respectfully,

R H Baldock

RHB/B. Division Engineer.

Noted

ANSWERED
S. H. Pichert

FORM 3A 5M-8-19

[illegible] BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Baker, Oregon.
Feb. 17, 1920.

PR 11

Prefix 1-PC.

In re: Canyon Section Force Account Orders.

Mr. Herbert Nunn, Attention S. H. Probert.
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I do not have any record here of the force account orders issued to cover work done on the Canyon Section, of the Baker-Cornucopia Highway, by Morrison-Knudsen Co., contractors.

If consistent, will you knidly send me, as soon as possible, copies of force account orders, issued for this section. These are desired in order that I may intelligently check bills received against same.

Very respectfully,

R H Baldock,
Division Engineer.

RAT/B.

ANSWERED
S. H. Probert

RECEIVED
FEB 19 1920
STATE HIGHWAY ENGINEER

PR10

February 19, 1920

Subject: Final Estimate on Baker-
Middle Bridge Cont.

Mr. B. R. Harder,
c/o The Citizens National Bank,
Baker, Oregon.

Dear Sir:

Replying to your letter of February 17th regarding your desire to receive final payment on the Hoskins contract for the Baker-Middle Bridge Section, by the 25th of this month, would say that it will be impossible to accommodate you in this respect due to the fact that our office force is somewhat limited on account of our inability to secure experienced men, and there are two other jobs which are ahead of this one for final checking. After it has been checked it is necessary that the voucher be prepared in the usual way and submitted to the Commission for approval so that we would not be able to send you the warrant before sometime next month.

We will endeavor to put it thru as quickly as we can consistently do so and if you will advise your address we will send the voucher to you direct for your signature.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

Copy for State Highway Depar

PR 10/

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

January 30, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

On January 29th the Secretary executed the modified project agreement and certificate to cover Oregon project No. 10. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thomas H. MacDonald,
Chief of Bureau.

By
Assistant in Road Management.

Noted

Enclosures.

leb-lhs

Oregon project No. 10.
Federal Aid Road Act, July 11, 1916 (39 Stat. 355).

MODIFICATION OF PROJECT AGREEMENT.

WHEREAS bythat certain project agreement signed by the State Highway Department of Oregon on April 1, 1919 and by the Acting Secretary of Agriculture on May 26, 1919, the said parties entered into an agreement for improving by grading and draining and surfacing a 2.3 mile section with gravel that certain rural post road between survey station 0+0 on north corporate limits of Baker and survey station 960+0 about one mile S. W. of Middle Bridge, 18.8 miles in length, known locally as the Baker-Middle Bridge Section, Baker-Cornucopia Highway, Baker County, and designated as Oregon project No. 10 and more particularly described in the plans and specifications made a part of the said project agreement; and

WHEREAS the said State Highway Department of Oregon has requested approval for a revision of the plans to provide for surfacing said project with gravel throughout its entire length and by reason thereof has also requested approval for an increase in the approved estimate of cost of said project from $91,258.36 to $129,538.36 and for an increase in the Federal funds set aside to the credit of the project from $38,129.18 to $57,269.18:

NOW, THEREFORE, it is hereby mutually agreed by and between the State Highway Department of Oregon and the Secretary of Agriculture that the plans be revised to provide for surfacing the whole project with gravel and that the said project agreement be amended as follows:

The third "whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of fifty-seven thousand, two hundred and sixty-nine and 18/100 dollars as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:"

Article IV. shall read:

> "Article IV. The United States pro rata share of the cost of said project shall not in any event exceed (a) the said sum of fifty-seven thousand, two hundred and sixty-nine and 18/100 dollars, certified to the Secretary of the Treasury as above mentioned, being less than fifty per cent of one hundred and twenty-nine thousand, five hundred and thirty-eight and 36/100 dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the Highway Department on the 29th day of December, 1919, and the Secretary on the day of Dec. 1919.

29th Jan. 20

State Highway Commission of Oregon.

Chairman, State Highway Commission.

R. A. Booth

Member, State Highway Commission.

E. E. Kiddle

Member, State Highway Commission.

D. F. Houston

Secretary of Agriculture.

(Amendment of Certificate of Approval of Plans, Specifications, and
Estimates exec[illegible] May 26, 1919 to cover Ore[illegible]al
aid project No. 10.)

Form No. PR. 1. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916.*)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road from survey station 0+0 on north corporate limits of Baker to survey station 960+0 about one mile S. W. of Middle Bridge. locally known as Baker-Middle Bridge Section. Baker-Cornucopia Hi hway. Baker County. and designated in the records of this Department as Project No. 10, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $ 129,538.36 in addition to the $38,129.18 approved by Certificate of May 26, 1919. as the total estimated cost of said project, and the sum of $19,140.00 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 29th day of January one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

D. F. Houston
Secretary of Agriculture.

11VD

January 2, 1920

Mr. S. Benson,
Chairman State Highway Commission,
Hotel Virginia,
Long Beach, California.

Dear Sir:

I am handing you herewith for your approval, modified project agreement covering the construction of the Baker-Middle Bridge Section of the Baker-Cornucopia Highway. The purpose of this modification is to secure an increase in Federal funds set aside for this project from $30,129.18 to $57,369.18. This increase is caused by providing gravel for surfacing the entire length instead of certain designated portions and also to cover an increase in the estimated cost of the construction of the same.

After signing please return to this office.

Yours truly,

Secretary.

RAK:LM
Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST-OFFICE BUILDING
PORTLAND, OREGON

PRIO

December 27, 1919.

Engineering - Post Roads.
Oregon 10.

JAN 9 - 1920

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Herewith are triplicate copies of motified project agreement covering Oregon Project No. 10.

Please sign and return to this office.

Yours very truly,

Jack Moskowitz
Acting District Engineer,

(3 Enclosures)

O.K.

BR#10

December 8, 1919.

Mr. C. H. Purcell,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

We are sending you herewith three copies of the resolution passed by the County Court of Baker County appropriating funds for cooperation in connection with the graveling of the Baker Middle Bridge Section of the Baker-Cornucopia Highway, which work is to be done as a part of Federal Aid Project No. 10.

This resolution is submitted to replace the resolution sent in on September 30th, and again referred to in our letter of October 29th.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

by

Office Engineer.

SHP/h
encl.

IN THE COUNTY COURT OF THE STATE OF OREGON FOR BAKER COUNTY.

WHEREAS, the State Highway Commission of the State of Oregon and the County of Baker, State of Oregon, are desirous of submitting as a post road project the graveling of certain sections of the Baker-Middle Bridge section of the Baker-Cornucopia Highway, and,

WHEREAS, the total cost of said graveling is Thirty-nine Thousand Four Hundred Thirty-five Dollars ($39,435.00) and,

WHEREAS, it has been proposed to proportion the cost between the County of Baker and the State of Oregon and the Federal Government; the State and County to pay twenty-five per cent (25%) each and the Federal Government fifty per cent (50%).

NOW, THEREFORE, for the purpose of submitting this project to the Federal Government for their approval, it is hereby RESOLVED that the County Court of Baker County, Oregon, sitting for the transaction of County business, that twenty-five per cent (25%) of the total cost of this project will be paid on said project by said Baker County and said amount is hereby appropriated and set apart for said purpose.

This resolution to take precedence over a resolution passed by this Court on the 20th day of September A. D., 1919, and annulling the same; this to be the only resolution in effect covering the graveling of this project.

WM. DUBY, County Judge
J. L. Dodson, Commissioner
E. E. Marker, Commissioner.

State of Oregon)
: SS.
County of Marion)

I, S. H. Probert, Office Engineer for the Oregon State Highway Commission, do hereby certify that the above copy of a resolution passed by the County Court of Baker County and appropriating funds for cooperation by Baker County in the construction of a gravel surface on the Baker-Middle Bridge Section of the Baker-Cornucopia Highway, has been compared by me with the signed copy of said resolution on file in the office of the Oregon State Highway Commission at Salem, Oregon, and that the same is a true and correct copy of said resolution and of the whole thereof.

P.R. 10

November 29, 1919.

Mr. J. C. Oxman,

Baker, Oregon.

Dear Sir:

I am handing you herewith a copy of the executed contract covering 7.9 miles of gravel surfacing on the Baker-Middle Bridge Section.

Respectfully,

Secretary.

RAK/HI

P.R #10

TEACHERS EXAMINATION HELD THE THIRD WEDNESDAY IN [illegible] AND [illegible]BER

Baker County
OREGON

A. B. COMBS, JR., COUNTY CLERK
R. P. ANDERSON, SHERIFF
ELIZA M. PEARSON, TREASURER
HARRY G. HYDE, ASSESSOR
ELMETTA BAILEY, SCHOOL SUPT.
E. F. WEST, CORONER
IRA. L. HOFFMAN, SURVEYOR

COUNTY JUDGE, J. B. MESSICK
COMMISSIONERS: JAS. P. RITTER
JESSE DODSON
DISTRICT ATTORNEY, W. S. LEVENS

CIRCUIT COURT
CONVENES
SECOND MONDAY IN FEBRUARY
SECOND MONDAY IN JUNE
SECOND MONDAY IN NOVEMBER

GUSTAV ANDERSON
CIRCUIT JUDGE

PROBATE COURT
FIRST MONDAY IN EACH MONTH

COUNTY COURT
FIRST WEDNESDAY IN EACH MONTH

Baker, Oregon,

November 10, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

Referring to your request of recent date with reference to increase on our appropriation for the graveling of the Baker Middle Bridge section of the Baker-Cornucopia road, I regret to say that after discussing this matter it was overlooked, for some unknown reason, but I can assure you that the resolution will be passed as per your request.

Trusting that this may answer until you receive the same, I remain

Very truly yours,

County Judge.

WD/ MC

Noted
GHR

PR#10

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE NO.........
Engineering Post Roads
Oregon 10

November 5, 1919

RECEIVED
NOV 10 1919

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are in receipt of your letter of November 3, signed by Mr. Probert relative to the estimate for gravel surfacing on Oregon Project No. 10.

It is entirely in accordance with the Rules and Regulations and is the customary procedure to approve the detail estimate without consideration of contract prices. The total amount of Federal Aid allotted to a project is definitely fixed on the basis of this estimate. Federal funds are paid on quantities appearing in the detail estimate and unit prices appearing in the contract whether the latter are above or below the estimated unit prices. In no case will the Government pay more than the amount allotted in the Project Agreement and in case the contract is awarded in a total amount less than the total estimated cost, the Government's share is reduced to 50% of the contract price. We suggest that you carefully read Sec. 3 of General Memorandum No. 6, Regarding accounts, in which this matter is fully explained. General Memorandum No. 11 refers to the preparation of vouchers.

You will understand that the total amount of Federal Aid, including 10% for E. and C., to be paid on the surfacing, is $19,140. This appears to be satisfactory to you so we will allow the detail estimate sent you with a copy of the Chief Engineer's letter, dated October 22, to stand. Your revised estimate dated October 29, will be destroyed.

Yours very truly,

C H Russell

District Engineer.

Noted

P.R.#10

November 3, 1919.

Mr. Wm. Duby,
County Judge, of Baker County
Baker, Oregon.

Dear Sir:

We have yours of November 1st, referring to the gravelling of the Baker-Middle Bridge Section of the Baker-Cornucopia Highway.

The increased estimate of the cost of gravelling was not due, as you seem to have understood from our letter, to the addition of engineering costs. The original estimate upon which you based your resolution appropriating $38,000.00 included an item of 10% to cover contingencies and engineering, and it has always been our practice, as well as the practice of the Bureau of Public Roads to consider this 10% for contingencies and engineering, a part of the cost of the project, and, therefore, that the county is rightly obligated to pay its proportionate share of this percentage. Your attention is called to the fact that the 10% is added to cover unanticipated items of cost such as arise in connection with practically every construction job, as well as the engineering costs which by themselves seldom exceed 5%.

The increase in the estimate which we asked you to cover by resolution was due to the fact that the work could not be contracted for the amount originally estimated. We feel that you are rightly obligated to meet the full 25% of the cost of this work, and we believe that when you consider the above explanation in connection with our previous letter, that you will agree with us.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-HM

TEACHERS EXAMINATION HELD THE THIRD WEDNESDAY IN [illegible] AND [illegible]BER

Baker County
OREGON

A. B. COMBS, JR., COUNTY CLERK
R. P. ANDERSON, SHERIFF
ELIZA M. PEARSON, TREASURER
HARRY G. HYDE, ASSESSOR
ELMETTA BAILEY, SCHOOL SUPT.
E. F. WEST, CORONER
IRA. L. HOFFMAN, SURVEYOR

COUNTY JUDGE, J. B. MESSICK
COMMISSIONERS: JAS. P. RITTER
JESSE DODSON
DISTRICT ATTORNEY, W. S. LEVENS

CIRCUIT COURT
CONVENES
SECOND MONDAY IN FEBRUARY
SECOND MONDAY IN JUNE
SECOND MONDAY IN NOVEMBER

GUSTAV ANDERSON
CIRCUIT JUDGE

PROBATE COURT
FIRST MONDAY IN EACH MONTH

COUNTY COURT
FIRST WEDNESDAY IN EACH MONTH

Baker, Oregon,

November 1, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

I am in receipt of yours of the 29th inst. advising us that we are expected to pay our portion of the engineering cost for the graveling of the Baker Middle Bridge Section of the Baker-Cornucopia road.

Now, we furnished a resolution in which we agreed to bear 25% of the then estimated cost. I have never been advised that the County is to pay the engineering cost of these projects. My understanding has been at all times that the State and the Government paid this expense. I do not understand this change in the arrangements. However, I will take the matter up at our meeting next Wednesday, and no doubt the commissioners will allow, or will favor such a resolution. I am a little reluctant to do so myself, as it seems to be an entirely new arrangement, but you may expect to hear from us immediately after the County Court convenes.

Very truly yours,

County Judge.

WD/MC

ANSWERED
S H Probert

PR#10

November 3, 1919.

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of October 31st, with reference to the estimate for the gravelling of the Baker-Middle Bridge Section, Federal Aid Project No. 10. You suggest that we use as a basis for the Project Agreement the detailed estimate which was approved by the Chief Engineer of your Bureau, on October 22d, rather than to submit a new estimate based upon contract prices. This is entirely acceptable to this office, the revised estimate having been submitted to you as we were of the opinion that you would be unable to approve an estimate containing unit prices higher than the actual contract prices. This applies to the single item of Pay Haul which was contracted at $.43 per yard mile, while our detailed estimate was $.50 per yard mile. If the detailed estimate as approved by the Chief Engineer is acceptable to you when this is taken into consideration, it ~~would~~ will be satisfactory to us to use this detailed estimate as a basis for the Project Agreement.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

R.R#10

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.........
481 - Oregon 10

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.

October 31, 1919

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are in receipt of your letter of October 29 enclosing 5 copies of revised estimate for gravel surfacing on Oregon Federal Aid project No. 10.

A copy of the detail estimate, to be used as the basis for a revised Project Agreement was sent you October 28. This revision was recommened by the Chief Engineer on October 22 and the amended Project Agreement is now prepared. It is noted that the additional amount of Federal Aid requested is only $577.50. This amount is small when one considers the cost of executing an amendment to a Project Agreement and the possibility of errors developing in the records from the many changes made necessary by such amendment.

In this instance an additional amount of less than $300.00 provided by the State and county each would cover the increased Federal Aid requested.

We therefore prefer to have the estimate remain as approved, providing it does not inconvenience you to too great an extent.

If this is satisfactory, the appropriation by the county should be made sufficiently large to cover the increase.

Inasmuch as the proposed surfacing has been recommended by the District Engineer, construction work may commence at any time, but payment for such work will not be made until, or unless, the amended Project Agreement above referred to is finally entered into.

Yours very truly,

District Engineer.

ANSWERED
S. H. Probert

P.P.#10

October 29, 1919.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

In our letter to you under date of October 11th, referring to Oregon Federal Aid Project No. 10, we stated that we would handle the improvement of this section with state forces, and that we desired to use as a basis for project agreement, our detailed estimate submitted to you on September 30th. Since writing this letter, Mr. F.C. Owen has agreed to a reduction of $0.30 per cubic yard in his prices bid for crushed gravel surfacing and mine dump surfacing, and the State Highway Commission has awarded the contract to him on that basis. We desire, therefore, to have the project agreement based upon the actual contract prices, and we are enclosing herewith five copies of the detailed estimate of cost based upon these prices.

In connection with the apportionment of funds for this project, we find that the resolution of the County Court of Baker County covers only 25% of the original preliminary estimate of $38,000. As the total contract prices plus 10% for Engineering and Contingencies amounts to $39,435, the 25% which it is intended is to be paid by Baker County, is not fully covered by their resolution. We are therefore writing to the Baker County Court today, requesting that they submit a new resolution covering 25% of the $39,435, and we will submit copies of this resolution as soon as they are received. We do not, however, desire to have your approval of the project held up until this resolution is received, as it is desired to start construction work immediately. We have therefore, on the enclosed estimates, left the amounts of State and County funds available blank, and if you can approve this project without having the funds entirely covered by resolutions already in your hands, you are authorized to show the total amount of County funds available as $9,500, and the total amount of State funds available as $10,217.50. If it is possible, however, for you to grant your approval subject to the receipt of the resolution from the County Court, covering the full 25% of the estimate, we would prefer that you fill in the County funds available as $9,858.75, and State funds, $9,858.57.

Very truly yours,
HERBERT NUNN,
State Highway Engineer,

By

Office Engineer

C.C. To M. O. Bennett

SHP-

FORM 4 [illegible]

S. BENSON, PORTLAND, CHAIRMAN
W. L. [illegible]OMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

P.R.#10

[illegible] OCT [illegible] 1919

Pendleton, Oregon, Oct. 22, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Subject: Graveling Baker-Middle Bridge Section.

Dear Sir:

I write to urge action regarding Mr. Oxman's bid for the graveling on the Baker-Middle Bridge Section. Weather conditions will probably shorten our season for favorable work.

Bids were received for this work at the last Commission meeting and Mr. Oxman's bid was $3.00 per cubic yard, which was the only bid. Our estimate was $2.60 and it was decided that we should do this work force account. Since the meeting Mr. Oxman has decreased his bid to $2.80 per cubic yard. In view of the fact that we have no crusher and no organization at present for this work, I recommend that it be let to Mr. Oxman. At the time of leaving the office a week ago I phoned Mr. Klein advising of Mr. Oxman's revised bid. Mr. Oxman is anxious to know what will be done and desires to begin preparations if he is to have the work. If practicable should like to have a decision on this rather than to wait for the next meeting.

Very respectfully,

Maurice O. Bennett

Division Engineer.

MOB/B

October 15, 1919.

Members of the State Highway Commission:

Gentlemen:

As you will recall, the proposals for graveling 7.9 miles on the Baker-Middle Bridge Section of the Baker-Cornucopia Highway, were rejected at the last meeting of the Highway Commission, and the Engineer ordered to do the work with State forces, the only bidder being F. O. Oxman whose bid was as follows:

Crushed Gravel Surfacing	7,500 cu. yds. @ $3.00	$22,500.00
Mine Dump Surfacing	3,000 cu. yds. @ 3.00	9,000.00
Pay Haul	15,000 cu. yds. .43	6,450.00
	Total - - - - - - - - -	$37,950.00

Mr. Oxman now offers to reduce his bid on both crushed gravel surfacing and mine dump surfacing 20 cents per cubic yard or at a price of $2.80 per cubic yard. This would effect a reduction of $2100.00 in bid price. Mr. Bennett recommends that his proposal be accepted.

Yours truly,

Secretary.

RAK:LM

OREGON STATE HIGHWAY DEPARTMENT FEDERAL AID PROJECT NO. 10.

FOR IMPROVING THE BAKER-MIDDLE BRIDGE SECTION OF THE BAKER-CORNUCOPIA HIGHWAY IN BAKER COUNTY

- - - - - - - - -

Detailed Estimate of Cost

7.92 Miles - Graveling
Width 10' - Thickness 8" Loose

Salem, Oregon
September 18, 1919.

Quantity		Item	Unit Price 6	Amount
7,500	Cu. Yds.	Crushed Gravel Surfacing	$ 2.60	$19,500.00
3,000	"	Mine Dump Surfacing	2.60	7,800.00
15,000	"	Pay Haul	.50	7,500/00
		Sub-total		$34,800.00
		10% Eng. & Cont.		3,480.00
		TOTAL		$38,280.00

Length of Surfacing	7.92 Miles
Cost per Mile	$4,833.33
County Funds Available	$ 9,570.00
State Funds Available	$ 9,570.00
Federal Aid Requested	$19,140.00

Signed Rot A. Klein
Asst. State Highway Engineer.

Portland, Oregon, September 9, 1919.

Meeting of the State Highway Commission was called to order at 10 A.M. in Room 520 Multnomah County Court House. Those present were;

S. Benson, Chairman
W. L. Thompson, Commissioner
R. A. Booth, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

* * * *

The following resolution was introduced by Mr. Thompson and carried unanimously:

> WHEREAS, the County of Baker has requested that the Baker-Middle Bridge section of the Baker-Cornucopia Highway, approximately 8 miles in length, be surfaced with gravel to a width of 10 feet and has offered in behalf of the County of Baker to meet twenty-five per cent of the cost of this improvement from its own funds,
>
> THEREFORE, BE IT RESOLVED, by the State Highway Commission that the offer of cooperation on the part of Baker County be accepted and an appropriation be made by the State Highway Commission from funds available under Chapter 175, Laws of 1917 for an amount equal to twenty-five per cent of the cost of this project, and
>
> BE IT FURTHER RESOLVED that the Engineer be instructed to prepare plans and specifications and submit the same to the Federal Government, requesting them to cooperate on this project to the extent of fifty per cent of the cost as a Post Road project under the terms of the Federal Aid Road Act.

* * * *

(sgd) S. BENSON
Chairman
(sgd) W. L. THOMPSON
(sgd) R. A. BOOTH

(sgd) HERBERT NUNN
State Highway Engineer
(sgd) ROY A. KLEIN
Secretary

STATE OF OREGON)
) ss.
County of Marion)

I, Roy A. Klein, Secretary of the Oregon State Highway Commission, do hereby certify that the foregoing copy of the minutes of the Oregon State Highway Commission has been compared by me with the record as it appears in Volume IV of the minute book, wherein all official acts of the said Oregon State Highway Commission are recorded, and that the same is a true and correct transcript therefrom.

IN WITNESS WHEREOF, I have hereunto set my hand this 30th day of September, 1919.

Roy A. Klein
Secretary
Oregon State Highway Commission

IN THE COUNTY COURT OF THE STATE OF OREGON FOR BAKER COUNTY.

WHEREAS, The State Highway Commission of the State of Oregon, and the County of Baker, State of Oregon, are desirous of submitting as a post road project, the graveling of certain sections of the Baker Middle Bridge Section of the Baker-Cornucopia Highway, and

WHEREAS, the estimated cost of said graveling is approximately Thirty-eight Thousand Dollars ($38,000.00), and

WHEREAS, it has been proposed to proportion the cost between the County of Baker, the State of Oregon, and the Federal Government; the State and County to pay twenty-five per cent. (25%) each, and the Federal Government Fifty per cent. (50%) thereof; and, therefore, for the purpose of submitting this project to the Federal Government for their approval; it is hereby RESOLVED by the County Court of Baker County, Oregon, sitting for the transaction of County business, that twenty-five per cent. (25%) of said Thirty-eight Thousand Dollars ($38,000.00) will be paid on said project by said Baker County and said amount is hereby appropriated and set apart for said purpose.

Done and dated at Baker, Oregon, this 20th day of September, A.D. 1919.

(sgd) WM. DUBY
County Judge.

(sgd) J. L. DODSON
Commissioner.

(sgd) E. E. MARKER
Commissioner.

Attest;
A. B. Combs, Jr., County Clerk
By (sgd) CHAS. E. BAIRD Deputy.

(SEAL)

SPECIAL PROVISIONS

The following special provisions apply to the gravelling of the Baker-Middle Bridge Project, Federal Aid Project No. 10, and are supplementary to the Standard Specifications of the Oregon State Highway Department.

SURFACING:

Preparation of Subgrade:

Before any surfacing material is applied, the roadbed shall be regraded and brought to the cross-section indicated on the plans as the "Typical Graded Cross-section", all ruts and inequalities in the subgrade surface shall be eliminated, and such trenching done as may be considered desirable by the Engineer to give shoulders between which to place the surfacing material.

The contractor's attention is particularly called to the regrading which will be required in connection with this work, and to that fact that the cost of this work must be included in the price bid per cubic yard for surfacing. No payment for excavation in connection therewith will be made, and no force account allowed.

Kinds of Material:

The surfacing shall be constructed from gravel and mine dump material available at certain points along the route of the highway. It is contemplated to use approximately 7,500 cubic yards of gravel and 5,000 cubic yards of mine dump material. These quantities will be used as a basis for comparison of bids, but the right is reserved to vary these relative quantities to such extent as may by the Engineer be considered to be to the best interest of the State.

The Engineer shall determine whether or not the material from any particular pit or mine dump is or is not suitable for use in the surfacing, and in no case will material be allowed to be used which is not equal in grading, toughness and binding qualities, to the best obtainable within reasonable hauling distance.

Width, Thickness and Number of Courses:

The width of surfacing to be laid under this contract is ten (10) feet. It shall be laid in two courses of an average loose thickness of four inches each. The maximum size of material in both bottom and top courses shall be one and one-half (1½) inches.

Gravel to be Crushed:

All gravel shall be run through a crusher, crushing all oversize stones and boulders that occur in the run-of-bank material, to a maximum size of one and one-half (1½) inches.

Mine Dump Material to Be Crushed and Screened:

Mine dump material will be required to be crushed to a maximum size of one and one-half (1½) inches, and to be screened. The contractor will be required to adjust his screen sizes and lengths so as to produce the grading of material which in the judgment of the Engineer, proves to give the best results.

Hauling, Harrowing, Dragging, etc.

With a view to securing a maximum amount of uniformly smooth and compacted surface, the contractor will be required to do his hauling, in so far as practicable, over the surfacing as it is placed; to complete the construction of the base course from each particular set-up before commencing the top course from that set-up; and to thoroughly harrow and drag each course ~~both~~ at frequent intervals during its construction and as hauling is being done over it.

The intervals at which harrowing and dragging will be required, and the manner in which it shall be done, will be determined by the Engineer, basing his judgment upon the results that are and can reasonably be obtained.

Pits to be Furnished by Contractor:

All gravel pits and mine dumps from which material is to be used must be secured and developed at the sole expense of the contractor.

Finishing:

After the surfacing is complete, the contractor will be required to grade up and finish the entire roadbed section, producing a uniform and finished crowned section as indicated on the typical cross-section plan attached hereto.

Measurement and Payment:

In his prices bid for "Crushed Gravel Surfacing" and "Mine Dump Surfacing", the contractor shall include the cost of preparing the subgrade; furnishing, hauling, spreading, harrowing and dragging the surfacing; constructing and finishing the earth shoulders; and all other work in connection with the construction complete of a finished and satisfactory wearing surface; excepting, however, that on material hauled more than one mile from the point of loading, he will be allowed "Pay Haul" as specified below.

The quantity of "Crushed Gravel Surfacing" and "Mine Dump Surfacing" to be paid for shall be the number of cubic yards, loose measure, of material of the particular class, delivered and incorporated in the work.

PAY HAUL

Free Haul:

In his price bid for "Crushed Gravel Surfacing" and for "Mine Dump Surfacing", the contractor will include the cost of hauling all material to a point one mile from the point of loading, and this one mile haul shall be considered free haul.

Measurement and Payment:

For each mile haul greater than one mile, the contractor shall receive the price bid for "pay haul" per cubic yard. For purposes of measurement, the section to be surfaced will be divided into one mile units beginning one mile from the point of loading of the particular material hauled. The "pay haul" on all material deposited in the first mile beyond the free haul limits will be considered as one mile, on material deposited in the second mile as two miles, etc.

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

August 29, 1919

Mr. R. A. Klein,
Secretary, State Highway Commission,
Building.

Dear Sir,-

In answer to your request for advice with reference to the letters which the Highway Commission has been receiving from labor organizations in connection with the contract awarded to F. C. Oxman for the construction of the State Highway known as Baker to Haines, and in which letters the various labor organizations urged that the Commission annul the contract awarded to Mr. Oxman or repudiate the action the Commission took when the contract was awarded, I desire to make the following observation:

As I understand the situation, bids were called for on this project and when the bids were opened it was ascertained that Mr. Oxman was the low bidder and the Commission awarded him the contract, which action on the part of the Commission was made a matter of record as a part of the proceedings of the Highway Commission. The only step yet to be taken to complete the transaction is the execution of the contract on the part of Mr. Oxman and the Highway Commission, and I am informed that Mr. Oxman has notified the Commission that he is ready to execute the contract and comply with its terms.

The question now presented is whether or not, in view of this statement of fact, the Commission could refuse to enter into the contract with Mr. Oxman and refuse to let him do the work for which he bid and which bid and offer was accepted by the Commission. I find a case quite in point which is reported in 93 U.S. Reports, at page 242. This was a case where bids were called for carrying the mail from Portland by way of Port Townsend to Sitka, Alaska, and in connection with this reported case we find the following record:

> " "The undersigned, Selucius Garfielde, whose post-office address is Port Townsend, County of Jefferson, Territory of Washington, proposes to convey the mails of the United States from July 1, 1874, to June 30, 1878, on route No. 43,132, between Port Townsend, and Sitka, Alaska, under the advertisement of the Postmaster-General, dated Oct. 1, 1873, in safe and suitable steamboats, 'with celerity, certainty, and security' (law of June 8, 1872), for the annual sum of $26,000.
>
> "This proposal is made with full knowledge of the distance of the route, the weight of the mail to be carried, and all other particulars in reference to the route and service; and also after careful examination of the laws and instructions attached to advertisement of mail service.
>
> "Dated, Port Townsend, W. T., Jan. 8, 1874.
>
> "Selucius Garfielde, Bidder."

He made no proposal under the first part of the advertisement for carrying the mail between Portland, Oregon, by Port Townsend, W.T., and San Juan to Sitka, Alaska.

" In March, 1874, the following notice of acceptance was sent to said Garfielde:-

"U. S. Post-Office Department,
"Office of the Second Assistant Postmaster-General,
"Washington, D.C., March 2, 1874.

"Sir,- The Postmaster-General has accepted your proposal, under advertisement of Oct. 1, 1873, for conveying the United States mail, from July 1, 1874, to June 30, 1878, on (Washington Territory) route No. 43,132, between Port Townsend and Sitka, Alaska, at $26,000 a year, 'with celerity, certainty, and security.'

"Contracts will be sent in due time to the postmaster at your place of residence, which you must execute and return to the department by the first day of June; otherwise you will be considered a failing bidder, and the service will be relet at your expense.

"You will request the postmaster at the beginning and end of the route to inform this office when you make the first trip.

"Respectfully, &c.,
J. L. Routt,
"Second Assistant Postmaster-General.

"Mr. Selucius Garfielde,
"Port Townsend, Jefferson Co., W.T.
"Recorded and sent March   , 1874."

And on the eighteenth day of April, 1874, Garfielde was informed by telegram that his "Proposal" was suspended; and on the 30th of May, 1874, a contract was entered into between the Post-Office Department and one Otis for carrying the mails from Portland by Port Townsend and San Juan, to Sitka and back, at $34,800 per annum. "

Justice Hunt, who delivered the opinion of the Court in this case, said:

"The Court of Claims holds that the proposal on the part of Garfielde, and the acceptance of the proposal by the department, created a contract of the same force and effect as if a formal contract had been written out and signed by the parties. Many authorities are cited to sustain the proposition. We believe it to be sound, and that it should be so held in the present case."

It will be seen from the foregoing that the facts are quite similar to the facts in the case now under consideration and in the case to which we have addressed attention the court held that when the bid or proposal was accepted, and the contract awarded, that it then became binding on both parties. In Mr. Oxman's case he was required to accompany his bond with a certified check or a bidder's bond which he could have been required to forfeit if he should fail to enter into the contract and furnish the contract bond after being awarded the work, and if the State Highway Commission could penalize him for refusing to keep his part of the agreement, it appears to me that in the light of the facts surrounding this case, and with the instructions of the case of Garfielde versus the United States, that the Highway Commission would be without legal authority to repudiate its action with reference to the award of the contractor Oxman.

Respectfully submitted,

J. M. Devers

JMD-b

Assistant to the Attorney General.

M-4

August 19, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Capitol Building,
Salem, Oregon.

Through: Mr. C. H. Purcell,
Acting District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

Your voucher in triplicate covering road improvement on Project No. 10 in the State of Oregon for the period May 5 to June 20, 1919, stated in the sum of $15,264.45, has been reduced by $27.55. This reduction is due to the fact that the item of "10 lin. ft. of 48 inch reinforced concrete pipe" is not included in the agreement estimate and payment on this item is suspended. The voucher accordingly is passed for payment in the sum of $15,236.90.

Very truly yours,

Chief of Bureau.

lrm/eg

OREGON STATE HIGHWAY DEPARTMENT FEDERAL AID PROJECT NO. 10.

FOR IMPROVING THE BAKER-MIDDLE BRIDGE SECTION OF THE BAKER-CORNUCOPIA HIGHWAY IN BAKER COUNTY

- - - - - - - - -

Detailed Estimate of Cost

7.92 Miles - Graveling
Width 10' - Thickness 6" Loose

Salem, Oregon
September 12, 1919.

Quantity		Item	Unit Price $	Amount
7,500	Cu. Yds.	Crushed Gravel Surfacing	$ 2.60	$19,500.00
3,000	"	Mine Dump Surfacing	2.60	7,800.00
15,000	"	Pay Haul	.50	7,500/00
		Sub-total		$34,800.00
		10% Eng. & Cont.		3,480.00
		TOTAL		$38,280.00

Length of Surfacing	7.92 Miles
Cost per Mile	$4,833.33
County Funds Available	$ 9,570.00
State Funds Available	$ 9,570.00
Federal Aid Requested	$19,140.00

Signed Roy A. Klein
Asst. State Highway Engineer.

IN THE COUNTY COURT OF THE STATE OF OREGON FOR BAKER COUNTY.

WHEREAS, The State Highway Commission of the State of Oregon, and the County of Baker, State of Oregon, are desirous of submitting as a post road project, the graveling of certain sections of the Baker Middle Bridge Section of the Baker-Cornucopia Highway, and

WHEREAS, the estimated cost of said graveling is approximately Thirty-eight Thousand Dollars ($38,000.00), and

WHEREAS, it has been proposed to proportion the cost between the County of Baker, the State of Oregon, and the Federal Government; the State and County to pay twenty-five per cent. (25%) each, and the Federal Government Fifty per cent. (50%) thereof; and, therefore, for the purpose of submitting this project to the Federal Government for their approval; it is hereby RESOLVED by the County Court of Baker County, Oregon, sitting for the transaction of County business, that twenty-five per cent. (25%) of said Thirty-eight Thousand Dollars ($38,000.00) will be paid on said project by said Baker County and said amount is hereby appropriated and set apart for said purpose.

Done and dated at Baker, Oregon, this 20th day of September, A.D. 1919.

(sgd) WM. DUBY
County Judge.

Attest;

(sgd) J. L. DODSON
Commissioner.

A. B. Combs, Jr., County Clerk

(sgd) E. E. MARKER
Commissioner.

By (sgd) CHAS. E. BAIRD Deputy.

(SEAL)

SPECIAL PROVISIONS

The following special provisions apply to the gravelling of the Baker-Middle Bridge Project, Federal Aid Project No. 10, and are supplementary to the Standard Specifications of the Oregon State Highway Department.

SURFACING:

Preparation of Subgrade:

Before any surfacing material is applied, the roadbed shall be regraded and brought to the cross-section indicated on the plans as the "Typical Graded Cross-section", all ruts and inequalities in the subgrade surface shall be eliminated, and such trenching done as may be considered desirable by the Engineer to give shoulders between which to place the surfacing material.

The contractor's attention is particularly called to the regrading which will be required in connection with this work, and to that fact that the cost of this work must be included in the price bid per cubic yard for surfacing. No payment for excavation in connection therewith will be made, and no force account allowed.

Kinds of Material:

The surfacing shall be constructed from gravel and mine dump material available at certain points along the route of the highway. It is contemplated to use approximately 7,500 cubic yards of gravel and 3,000 cubic yards of mine dump material. These quantities will be used as a basis for comparison of bids, but the right is reserved to vary these relative quantities to such extent as may by the Engineer be considered to be to the best interest of the State.

The Engineer shall determine whether or not the material from any particular pit or mine dump is or is not suitable for use in the surfacing, and in no case will material be allowed to be used which is not equal in grading, toughness and binding qualities, to the best obtainable within reasonable hauling distance.

Width, Thickness and Number of Courses:

The width of surfacing to be laid under this contract is ten (10) feet. It shall be laid in two courses of an average loose thickness of four inches each. The maximum size of material in both bottom and top courses shall be one and one-half ($1\frac{1}{2}$) inches.

Gravel to be Crushed:

All gravel shall be run through a crusher, crushing all oversize stones and boulders that occur in the run-of-bank material, to a maximum size of one and one-half ($1\frac{1}{2}$) inches.

Mine Dump Material to Be Crushed and Screened:

Mine dump material will be required to be crushed to a maximum size of one and one-half ($1\frac{1}{2}$) inches, and to be screened. The contractor will be required to adjust his screen sizes and lengths so as to produce the grading of material which in the judgment of the Engineer, proves to give the best results.

Hauling, Harrowing, Dragging, etc.

With a view to securing a maximum amount of uniformly smooth and compacted surface, the contractor will be required to do his hauling, in so far as practicable, over the surfacing as it is placed; to complete the construction of the base course from each particular set-up before commencing the top course from that set-up; and to thoroughly harrow and drag each course at frequent intervals during its construction and as hauling is being done over it.

The intervals at which harrowing and dragging will be required, and the manner in which it shall be done, will be determined by the Engineer, basing his judgment upon the results that are and can reasonably be obtained.

Pits to be Furnished by Contractor:

All gravel pits and mine dumps from which material is to be used must be secured and developed at the sole expense of the contractor.

Finishing:

After the surfacing is complete, the contractor will be required to grade up and finish the entire roadbed section, producing a uniform and finished crowned section as indicated on the typical cross-section plan attached hereto.

Measurement and Payment:

In his prices bid for "Crushed Gravel Surfacing" and "Mine Dump Surfacing", the contractor shall include the cost of preparing the subgrade; furnishing, hauling, spreading, harrowing and dragging the surfacing; constructing and finishing the earth shoulders; and all other work in connection with the construction complete of a finished and satisfactory wearing surface; excepting, however, that on material hauled more than one mile from the point of loading, he will be allowed "Pay Haul" as specified below.

The quantity of "Crushed Gravel Surfacing" and "Mine Dump Surfacing" to be paid for shall be the number of cubic yards, loose measure, of material of the particular class, delivered and incorporated in the work.

PAY HAUL

Free Haul:

In his price bid for "Crushed Gravel Surfacing" and for "Mine Dump Surfacing", the contractor will include the cost of hauling all material to a point one mile from the point of loading, and this one mile haul shall be considered free haul.

Measurement and Payment:

For each mile haul greater than one mile, the contractor shall receive the price bid for "pay haul" per cubic yard. For purposes of measurement, the section to be surfaced will be divided into one mile units beginning one mile from the point of loading of the particular material hauled. The "pay haul" on all material deposited in the first mile beyond the free haul limits will be considered as one mile, on material deposited in the second mile as two miles, etc.

79

FORM 4 3M-3-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. [illegible]OMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Baker¢ Ore. Aug. 16 1919

Mr. Herbert Nunn
State Highway Engineer,
Salem, Ore.

Dear Sir:

In reply to your letter of Aug. 15 regarding the item of 48 inch pipe shown on the estimate of the Baker- Middle Bridge work, please be advised that this is corrugated iron pipe, this piece of pipe was placed as an extension to a section of corrugated pipe that was in place but was not the required length.

I received a copy of contract items for this work some time after the work was underway and noticed that this particular piecr of pipe was listed as reinforced concrete but supposed it to be a mistake in copy as all other pipe was corrogated iron and this particular pipe was an extension to corrugated pipe I did not think it was intended to extend it with concrete pipe.

You call my attention to the fact that the Goverment will not cooperate on items not in the contract on Federal Aid Projects. Please be advised that pipe head walls for this work were not included in the original contract, in accordance with instructions from the District Engineer I am constructing these head walls of Class "C" concrete, at the bid price for class "C" concrete this will amount to between $6000 and $7000, will the fact that we have a Class "C" concrete bid on other work on this job get this item of head walls by the Federal Goverment.

Respectfully

R H Coppock

cc M. O. Bennett

79

August 14, 1919.

Mr. R. H. Coppock,
Resident Engineer,
Baker, Oregon.

Dear Sir:

Referring to the matter of Cost Bills which you are submitting us for scarifying on the Baker-Middle Bridge Section, we beg to advise that in as much as this may be considered in reality, part of the unit price contract, the distribution should be to 431 instead of 661, ~~and~~ we would suggest that you submit these bills with your regular monthly estimates, and payment for both will be handled on the same voucher, in the same manner as force account bills are ordinarily handled. You will understand, of course, that there is no percentage to be added to these bills.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JW-EM

49

FORM 4 6-31-18-3M

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Baker, Ore. July 31 1919

Mr. Herbert Nunn
Salem, Ore.

Dear Sir:

Replying to your letter of July 29 referring to your letter of June 30th in which you state you had advised me regarding the listing of culvert pipes, I have a letter from your office under date of June 30th but it makes no mention of culvert pipe.
If I understand your letter of the 29th inst. correctly, you desire each individual pipe listed separate.

Respectfully

R. H. Coppock

[illegible] AUG [illegible] 1919

[illegible] slip of summary [illegible]
[illegible] included for Pendleton office
[illegible]

Noted
[illegible]

FORM 4 8-21-18-5M

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A OOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

79

Baker, Ore July 2 1919

Mr. Herbert Nunn
State Highway Engineer
Salem, Ore.

Dear Sir:

In reply to your letter of the 30th. with project quantity summary enclosed, Mr. Cross is at fault in this matter, the first time I mailed them with my estimate he returned them to me saying they were strangers to him, and I suppose this month when I sent them to Mr. Bennett's office he forwarded both copys to the Salem office .when he should have retained one copy at Pendleton, Circular letter #32 advises that one copy is to be sent to Salem and one to the Devision Engineers office.

In your letter of the 30 inst. you make a note regarding paving, this was very likely intended for one of the other boys as I have no paving on this job.

Respectfully,

R H Coppock

Noted
H.N.

S. H. D. FORM 39 8-14-17

STATE OF OREGON—HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Baker, May 31, 1919

County of Baker

Week from May 24 to May 31

Highway Baker-Cornucopia

Number in party [illegible]

Section Baker-[illegible]

Survey will be completed Construction

Camp location

Mail address Baker

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

One man on office [illegible]

Party on [illegible] of [illegible]

and [illegible]

Contractor [illegible] [illegible] clearing sta 240 to

330 — [illegible] — 440 to ~~470~~ to 580.

650 to 670 — [illegible] to [illegible].

[illegible] and [illegible] gravel

at Sta 100 to 120

[illegible] [illegible] and Bridge timbers

framed.

[illegible] [illegible] and [illegible] on

the job.

Signed [illegible]

Title [illegible]

CONTRACT#227,229

PR 26 Algoma Sec. 1919 - 1922

227, 229

OSKAR HUBER
GENERAL CONTRACTOR
927 Sherlock Building
PORTLAND, OREGON

Nov 9, 1922.

RECEIVED
NOV 11 1922

Oregon State Highway Demmission,

Salem, Oregon.

Attention Mr. Klein.

Dear Sir:-

Enclosed herewith is receipt for 1921 taxes on Hatch Pit property. This as per your letter of Oct 10th.

Please acknowledge receipt.

Yours very truly,

OSKAR HUBER,

By [illegible] Force

CEF-F

ORIGINAL

SEE THAT THIS STATEMENT CONTAINS ALL THE PROPERTY YOU WISH TO PAY TAXES ON

FULL TAX NO. 6419

FIRST HALF NO. 3799

SECOND HALF NO.

THIS IS YOUR RECEIPT FOR TAXES WHEN STAMPED OR SIGNED
BY TAX COLLECTOR. IF NOT CORRECT RETURN AT ONCE

For Taxes listed below on the following described property for the year 1921

Oscar Huber,

227 Sherlock Bldg Portland, Ore.

Dr. to Klamath County

Return This Statement

IF NOT PAID IN FULL, RETURN THIS RECEIPT WHEN PAYING SECOND HALF TAX.

This Receipt is conditioned on prompt payment of all checks given the Sheriff therefor

DESCRIPTION OF PROPERTY	Lot Sec.	Blk. Twp.	Rng.	No. Acres	Value $	State and County $	School Dist.	School Tax $	Road Tax $	City and Districts $	Tax $	TOTAL TAX $	Penalty $	Interest $	TOTAL PAID $	Vol. Page Line
Lot 5	5	40	10	40	1000	20.90	41	10.90	4.50			36.30		54	18.69	1 40 6
SE¼SW¼	32	39	10	40	400	8.36	41	4.36	1.80			14.52		21	7.47	1 90 7
208 9416																
						29.26		15.26	6.30			50.82		75	26.16	First Half
															26.16	
														.25	25.66	Second Half
																Full Tax

RECEIVED
2nd half
NOV 4 1922
L. L. LOW, Sheriff
M S Donelson

STAMPS NOT RECEIVED IN PAYMENT FOR TAX

DELINQUENT TAX
Year Amt.

Interest, penalty and costs not included in amounts of delinquent taxes shown here. Ask for complete bill.

Received from Oscar Huber,

Address 227 Sherlock Bldg
Portland, Ore.

FIRST HALF PAID
SEP 28 1922
L. L. LOW, Sheriff
KLAMATH COUNTY, OREGON
By H G Grew DEPUTY

70/

September 21, 1922.

American Surety Co., of New York
W. J. Lyons, Agent
600 Yeon Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you that it is the intention of the State Highway Commission to make final payment to Oskar Huber on contract No. 227, for grading and macadamizing the Algoma Section of The Dalles-California Highway in Klamath County.

The time limit on this contract expired November 30th, 1920. However, final payment will be made to the contractor unless advised by you to the contrary.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary.

Dic by H. B. Glaisyer

[illegible]

J. P. KAVANAUGH

JAY BOWERMAN

BOWERMAN & KAVANAUGH
LAW OFFICES
907 YEON BUILDING
PHONE MAIN 570

PORTLAND, OREGON.

P 281

RECEIVED
SEP 18 1922
OREGON
STATE HIGHWAY COMMISSION

September 16, 1922.

Mr. Roy A. Klein, Sec.
State Highway Commission,
Salem, Oregon.

Dear Sir:-

Your letter of the 12th advising that the Commission at a meeting held September 9th had voted to purchase from Oscar Huber the Hatch gravel pit and pay for the same by returning the certified check turned in by Mr. Huber in connection with the Tillamook paving provided this would be accepted in full settlement of all pending claims upon all of the Huber contracts, is at hand. We were naturally surprised to learn of this action on the part of the Commission with respect to the claims growing out of the gravel and rock used on the Algoma section, the Klamath Falls-Merrill section and the Klamath Falls Dairy section of The Dalles-California highway for the reason that at a conference here in our office some months ago at which assistant chief engineer Kelly and engineer Bishop were present, Mr. Kelly stated that he was willing to recommend the allowance of all claims amounting to about $1400.00 growing out the material delivered on the Algoma section and was willing to give further consideration to the claims growing out of the Klamath Falls Dairy section. At the time we had this matter up with Mr. Nunn's office when Messrs. Kelly, Devers and Nunn were present, Mr. Nunn stated that after a further investigation they had failed to find the supporting data necessary to allow any of these claims out would be glad to permit the matter to rest in abeyance until we had an opportunity to furnish affidavits from our witnesses. At that time it was agreed that these claims should rest in abeyance for such time as was reasonably necessary for us to make a showing. In view of the fact that the $2700.00 claimed on the Tillamook work was an exaction made from Mr. Huber under conditions which had not been enforced against any other contractor under similar circumstances, we do not understand why further unusual exactions should be made now as a condition precedent to sale of the Hatch pit. Mr. Huber's paving work in Tillamook

County was carried on during the war on an insecure grade in order to facilitate log hauling and the highway officials of the county and state permitted overloads to be hauled over this pavement from the time it was laid. For this reason Mr. Huber and his associates naturally felt and feel that there was less reason for demanding repairs from him than there would have been upon other pavements laid upon contracts let at or about the same time as his contract was let. However, in viewof the fact that a large amount of money is being held up and that the interest upon this money is monthly amounting to substantial sums, we are authorized to accept the proposition to return the certified check in exchange for the Hatch Pit deed which is now in your hands, along with a full settlement of all claims which we have heretofore presented. We understand that you have made some claim for engineering charges on the Merrill section of The Dalles-California highway, but this is a matter which has never been considered and we do not concede that this money is due you, but wish to take the matter up in detail with you. If you feel that you must have security for this money it can be held out of the money payable under the contractupon which you claim it is due and need not be mixed up in this settlement in any way.

Yours very truly,

Jay Bowerman

JB:G

September 18, 1922

Bowerman & Kavanaugh,
Attorneys at Law,
Yeon Building,
Portland, Oregon.

Attention Mr. Bowerman.

Gentlemen:

Receipt is acknowledged of your letter of September 16th, 1922, relative to final settlement of the Huber claims.

It is understood that your letter waives all claims on the following contracts:

PR 32 No. 227, Algoma Section, The Dalles-California Highway, Klamath County;

31 No. 229, Klamath Falls-Merrill Section, The Dalles-California Highway, Klamath County;

30 No. 230, Klamath Falls-Dairy Section, Klamath Falls-Lakeview Highway, Klamath County;

9Ba No. 232, Bend-Jefferson County Line Section, The Dalles-California Highway, Deschutes County, and also on contract No. 228 which is the Merrill-California Line Section of the Dalles-California Highway in Klamath County, in so far as any claims which have been submitted, or may in the future be submitted, except the matter of the deduction for engineering penalty on this contract, which was not considered at the time the other claims were brought up, and which has not yet been presented to the Commission.

Mr. Force was here today and signed the final releases on contracts No. 227, 229, 230 and 232, and is holding No. 228 for the present.

In accordance with our understanding with the above, we acknowledge the receipt of the deed for the Hatch Pit and are returning herewith certified check No. 9211 drawn on the Ladd & Tilton Bank, in amount $2,784.00.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

FORM 2A 10M-5-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RR 20

Sept. 14, 1922.

RECEIVED
SEP 16 1922
OREGON
STATE HIGHWAY COMMISSION

Mr Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir;

Refefence has been made to the purchase of Huber intrest in the gravel deposit in Klamath County, known as "Hatch Pit".

It appears to me that the purchase of this deposit by the Highway Department for maintenance purposes will very shortly becoma a necessity.

It is the only available source of supply for repair work on the section of the Dalles - California Highway between Klamath Falls and Merrill a distance of ninteen (19) miles and can be handled as cheaply as crushed rock for maintenance on the Klamath Falls-Lakeview highway as far as Dairy.

On this latter section we are in immediate need of maintenance material as outlined in my letter to Mr Hodgman under date of Aug.25th. The controll of Hatch Pit by the State would influence bids on this work and I am inclined to think we could beat crushed rock prices by letting contract for the haul only and using Hatch Pit material.

Between Klamath Falls and Merrill very little maintenance material was required during the past season but on the first four miles out from Klamath Falls we are going to require at least five hundred yards next year which should be put on late this fall or early in the spring, preferably this season so as to secure the advantage of the winter moisture to compact. This section has stood extremely heavy traffic this season as shown by traffic census and was originally put on only six inches thick which accounts for the predent poor condition.

During the present season we have been securing a small ammount of Hatch pit material from W.D.Miller who owns about seven acres just south east of the Huber pit.

HERBERT NUNN
STATE HIGHWAY ENGINEER

STANT ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

The material in Miller section is mostly fine sand and is being operated as sand pit for local use. For this material we have been paying a royalty of ten cents per yard but I am advised that Miller contemplates puttin in bunker for his work and as soon as this has been done we will be held up for one dollar per yd in bunkers which would make the use of this source prohibitive.

In view of these conditions I would reccomend the purchase ot the Huber holdings providing the price does not exceed two thousand dollars.

Very respectfully,

R.E.

PR
np

September 12, 1922.

Bowerman & Kavanaugh,
Attorneys-at-Law,
907 Yeon Building,
Portland, Oregon.

Attention Mr. Bowerman.

Gentlemen:

In response to your letter of September 11th in behalf of your client Oskar Huber, to which was attached deed for the Hatch Pit property, would say that this matter was before the Commission at a special meeting on September 9th.

The action taken was that $2700.00 would be allowed for the Hatch Pit if accepted as full settlement for all pending claims on all of the Huber contracts. This would necessitate that the final vouchers with final releases attached, be returned and when these have been received the certified check on the Tillamook paving will be returned.

Very truly yours,

Secretary.

RAK LC
cc. J. B. Yeon, Yeon Bldg., Portland.

J. P. KAVANAUGH

JAY BOWERMAN

BOWERMAN & KAVANAUGH
LAW OFFICES
907 YEON BUILDING
PHONE MAIN 670

PR
VO /

PORTLAND, OREGON. Sept. 11, 1922.

Hon. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

My clients have decided to accept $2700.00 for the Hatch Gravel Pit. I am enclosing a deed herewith. Please send back the certified check which you hold for $2700.00 in connection with the Tillamook County Contract, and we will call the deal closed.

Yours respectfully,
Jay Bowerman

JB/N

RECEIVED
SEP 12 1922
OREGON
STATE HIGHWAY COMMISSION

FORM 5A

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

REFERRED TO, Commission
BY H. N.

PR 26

Medford, Oregon,
Aug. 19, 1922.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
AUG 21 1922
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:-

In regard to the value of the Hatch Pit owned by Oskar Huber. I have delayed answering your letter until I could obtain more accurate information as to the amount paid for the 80 acres by Oskar Huber. The deed records give the price as $2,700.00 and the $3.00 of revenue stamps attached seem to verify this. Mr. Huber endeavored to open up the pit by working into it with a steam shovel on his own property. After spending several hundred dollars, he finally gave up the attempt and worked in from the property south of his, which is now owned by Mr. Miller, paying a royalty, I believe, on the material taken out until he reached his property and then used this outlet for the material taken from his property. This outlet is now closed by a trap which is used by Mr. Miller.

Mr. Hubers property cannot be used by anyone except Mr. Miller unless it is opened up in a different place at a cost of probably $750.00. I was told some time ago, by a certain party, that he would endeavor to get the Hatch Pit for the State for $1500.00. I refused to consider this as I did not think the pit was worth over $1,000.00. At that time we were getting what gravel we needed from Mr. Miller at a royalty of 10¢ per yd. plus loading charges which equals about 35¢ per yd. Supposing we use 500 yards per year for maintenance at 10¢ per yd. or $50.00 is 5% interest on $1,000.00, so I had planned on obtaining gravel from Mr. Miller.

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

8/19/22

H. Nunn -2-

In order to load material economically, Mr. Miller plans on erecting bunkers at an estimated cost of about $700.00. He states that his price in the bunkers will be $1.00 per yd., which will necessitate our making other arrangements.

Unless it is planned to hold this pit for paving material some time in the future, it is not worth what Mr. Huber asks for it. It is less valuable today then when Mr. Huber bought it at $2,700.00. I would not consider it to be worth over $1,500.00.

Very truly yours,

K E Hodgman
K. E. Hodgman,
Division Engineer.

148
7

August 14,1922

Mr. Jay Bowerman,
907 Yeon Building,
Portland,Oregon.

Dear Sir:

Your letter of August 12th regarding Hatch Pit gravel received. I have written Mr. Hodgman asking for a recommendation in this matter and expect an answer soon.

Very truly yours,

HN:H P

State Highway Engineer.

JAY BOWERMAN

BOWERMAN & KAVANAUGH
LAW OFFICES
907 YEON BUILDING
PHONE MAIN 670

PORTLAND, OREGON. August 12, 1922.

Hon. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

ANSWERED
HERBERT NUNN

Dear Sir:-

Will you please aevise whether or not you have the data required in order to approve the purchase of the Hatch Pit gravel deposit in Klamath County.

Yours respectfully,
Jay Bowerman

JB:G

RECEIVED
AUG 14 1922
OREGON
[illegible]

[illegible]

August 10th, 1922.

Mr. Oskar Huber,
227 Sherlock Building,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of August 7th, making inquiry in regard to the payment of certain vouchers in connection with your work in Klamath County.

Payment of these vouchers is held up due to the fact that you have refused to accept such payment as final in connection with the jobs concerned. Final action has been taken by the Highway Commission in regard to all claims so far submitted, but at the last Commission meeting your attorney, Mr. Bowerman, stated that he wished to make further investigations, presumably with the intention of submitting further claims or of resubmitting claims which have been rejected. It appears from this that final agreement as to what is to comprise final payment has not yet been reached. Until such final agreement is reached, final payment cannot be made, and it is not our intention to make any further partial payments.

If we are wrong in our understanding that you will not accept the amounts so far allowed, as final settlements, we will at once draw final vouchers and submit them for your acceptance.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

SHP:AP

OSKAR HUBER
GENERAL CONTRACTOR
227 Sherlock Building
PORTLAND, OREGON

August 7, 1922.

AUG 8 1922
OREGON

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. Kline.

Dear Sir:

One July 11th we signed vouchers on the following:

Contract	#230	Klamath Falls-Dairy	$1000.00
	227	Algoma	1000.00
	#229	Klamath Falls-Merrill	4161.19

Will you please advise us when we can expect warrants on these?

Very truly yours,

OSKAR HUBER,

CEF-F

ANSWERED
S. H. Probert

July 28, 1922

W. J. Parker,
c/o Peoples Warehouse Co.,
Klamath Falls, Ore.

Dear Sir:

Answering your letter of the 21st relative to your claim against Huber Construction Company, I wish to say that the State Highway Commission requires a bond in connection with all highway contracts conditioned on the payment of all just claims for labor or material, and persons having claims for labor and material for which they are unable to get payment out of the contractor, are entitled to a copy of the contract and bond by complying with the statute and are authorized to bring suit against the contractor and his surety to recover for the amount of their claim.

The Commission is without authority, I believe, to force a contractor to settle a disputed claim. We always call to the attention of the contractor and his surety claims which are outstanding for labor or material when such matters are brought to our attention by the claimants, but I do not understand that the Commission has authority to force a contractor to settle a claim where the claim is disputed. It is the policy of the Commission before making final settlement with a contractor to notify his surety that final settlement is about to be made and require the consent of the surety to such final settlement.

Trusting I have answered your inquiry, I am

Yours very truly,

JMD:AAP

Assistant Attorney General.

July 28, 1922

Oscar Huber,
227 Sherlock Bld'g.,
Portland, Ore.

Dear Sir:

This is to advise you that the State Highway Commission has received from the People's Warehouse Company of Klamath Falls a letter advising that said Company holds a claim against the Huber Construction Company for the sum of $8.60 for supplies used in connection with your contract for the construction of the Merrill-Malin Highway.

Will you please advise me as to this claim?

A copy of this letter is mailed to the U. S. Fidelity & Guaranty Company, surety on your bond given in connection with your contract for said highway construction.

Yours very truly,

J. M. Devers

JMD:AAP Assistant Attorney General.

CC: U. S. F. & G. Co.

PR 6/7

July 28, 1922.

Mr. K. E. Hedgman,
Division Engineer,
Medford, Oregon.

Dear Sir:

In re purchase of gravel pit on the Klamath Falls-Merrill road, known as the Hatch Pit, consisting of a total area of 80 acres owned by Oskar Huber.

Mr. Huber has made an offer to sell to the State the above mentioned property at a price of $3,700. He requests that $2,700 which he owes to the state, be applied on the purchase price and that he be paid $1,000 in cash. The concensus of opinion seems to be that the state should own this pit, but no one in the Department seems to be able to judge as to the value of it.

Will you please write a recommendation as to what you think of the price asked?

Respectfully yours,

State Highway Engineer.

[illegible]

CONCRETE, FROST-PROOF WAREHOUSE
[illegible] WAREHOUSING AND COMMISSION BUSINESS TRANSACTED [illegible]
LICENSED UNDER OREGON LAWS
STORAGE, GRAIN, PRODUCE AND WOOL

BONDED

People's Warehouse Co.

M. F. PARKER

BOX ~~521~~ 86 WAREHOUSE: SIXTH AND RAILROAD SPUR TELEPHONE 228-W

RECEIVED
JUL 19 1922
OREGON
STATE [illegible] COMMISSION

KLAMATH FALLS, OREGON, 192
7/ 27/ 22.

Huber Construction Co.

Portlandm Ogn.

TERMS: CASH

1	1	Brot For. Nov--Dec Acct Bal. Due	32	71		
	4	On Acct			11	36
	7	2 Sax Pot's	5	50		
	13	2 Sax Pot's	5	50		
	30	On Acct			12	75
2	16	On Acct			10	50
		Bal Due			48	60
			$43	71	$ 43	71

As this Supplies was furnished to Mr Huber for Maintainance on the State Highway, and he persists in ignoring it, I'm asking if it cant be collected through other channels. I have neither desire or intention to make a Collecting Agency out of your Office, but am asking if you will place it in the proper channels.

M F Parker

Upon receipt of the information which I have called for in this matter I will give the matter further attention.

Yours very truly,

J M Devers
Assistant Attorney General.

JMD:AAP

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

July 17, 1922

People's Ware House Co.,
Klamath Falls, Ore.

Gentlemen:

Your claim against the Huber Construction Company in the sum of $43.71 for supplies has been handed to me for my attention.

Mr. Huber had several contracts in the southern part of the State, and it will be necessary for you to advise me as to the particular job on which these supplies were used or for which they were furnished.

When I learn in connection with which job these supplies were furnished I can then advise the Surety Company of your claim, but for your information I wish to advise you that unless your claim has been filed, as provided by statute, with the Secretary of State within one year from the completion and acceptance of the job in connection with which the supplies were furnished you would not be entitled to prosecute an action against the Surety Company.

Upon receipt of the information which I have called for in this matter I will give the matter further attention.

Yours very truly,

J M Devers
Assistant Attorney General.

JMD:AAP

[illegible]
Klamath Falls, Ogn.
Box 566

7/ 21/ 22

Dear Sir.

Replying, will say;---

You're in error regarding the Amount;--
My Balance against the Huber Con. Co is $ 8.60
and it was for Supplies used for the Construction
on the Merrill-Malin Highway:---
Said supplies were purchased ~~and presumably used~~
on the 7 th and the 13 th of Jan. 1922,
as they were operating at that time, and were,
presumably used on that operation.
Also, will say that other State Activities,
I'm informed, hold out 15 % on the Job to
cover any little oversight or forgetfulness on
the part of the Contractor, and the filing of the
Bill with the Sec'y of State is our Protection.
If I'm wrong in this matter you will confer a
very great favor by setting me right, as I
furnish large quantities of Hay, Grain and
Potatoes to these State Camps.

Yours

PEOPLE'S WAREHOUSE

WJ Parker

N 87-10a
6 [illegible]

July 17, 1922

Filed

People's Ware House Co.,
Klamath Falls, Ore.

Gentlemen:

Your claim against the Huber Construction Company in the sum of $43.71 for supplies has been handed to me for my attention.

Mr. Huber had several contracts in the southern part of the State, and it will be necessary for you to advise me as to the particular job on which these supplies were used or for which they were furnished.

When I learn in connection with which job these supplies were furnished I can then advise the Surety Company of your claim, but for your information I wish to advise you that unless your claim has been filed, as provided by statute, with the Secretary of State within one year from the completion and acceptance of the job in connection with which the supplies were furnished you would not be entitled to prosecute an action against the Surety Company.

Upon receipt of the information which I have called for in this matter I will give the matter further attention.

Yours very truly,

JMD:AAP

Assistant Attorney General.

Pd

June 26th, 1922

American Surety Company
600 - 1 Yeon Bldg.
Portland, Oregon

ATTENTION: Mr. W.J.Lyons - Manager.

Gentlemen:-

In your letter of the 20th inst. in which you inquire as to the total amount of payments made to Oskar Huber for the construction of the Algoma Section of The Dalles-California Highway in Klamath County, Contract No. 227, will say that we have paid to Mr. Huber up to the 6th of June $137,366.08.

Very truly yours

Oregon State Highway Commission

By

R.A.Klein
Secretary.

Dic by H.B.Glaisyer
VLB

American Surety Company
of New York.
Capital $5,000,000.

F. W. Lafrentz, President

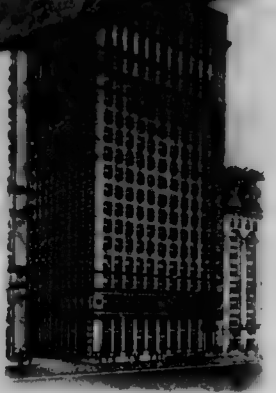
LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON
600-601 YEON BUILDING
TELEPHONE MARSHALL 116



Company's Home Office Building.

PORTLAND, ORE., June 20, 1922

Re: 241986-A : OSKAR HUBER to State of Oregon.
Algoma Section of The Dalles-Calif.
Highway in Klamath County.

Mr. R. A. Klein, Secretary,
State Highway Commission,
Salem, Ore.

Dear Sir:-

You advised us some time ago that Mr. Huber had completed his contract known as the Algoma Section of The Dalles-California Highway in Klamath County, and, in this connection, we would appreciate your letting us know the total amount of payments to Mr. Huber on this work.

#227

Very truly yours,

W. J. Lyons
Manager.

WJL-s

$137,366.08
total pd to Huber
to June 6, 1922

ANSWERED
H. B. G.

C.P. 20

March 11th, 1922.

American Surety Company of New York,
c/o Mr. W. J. Lyons, Resident Agent,
600-601 Yeon Bldg.,
Portland, Oregon.

Dear Sir:

This letter is for the purpose of advising you of the intention of the Highway Commission to release to Oskar Huber all but $1000.00 of the money due him on our contract No.227, which is described as the grading and macadamizing of the Algoma Section of the Dalles California Highway in Klamath County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

by

Secretary.

Dict.by H.T.Saunders.

OSKAR HUBER
GENERAL CONTRACTOR
927 Selling Building
PORTLAND, OREGON

3/3/22

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Attention Mr. Probert.

As per your telephone conversation of several days ago we are returning to you herewith duplicate vouchers on the following contracts:

Klamath Falls-Dairy Section of the Klamath Falls-Lakeview Highway in Klamath County.

Klamath Falls-Merrill Section of The Dalles-California Highway in Klamath County.

Algoma Section of The Dalles-California Highway in Klamath County.

You will recall that these are the ones on which there was an affidavit attached for final payment which was taken off by us on instructions of Mr. Bowerman. You agreed to pay us a portion of these amounts and according to our recollection you were to pay us with the exception of $1000.00 on each of these contracts.

Will you please expedite payment on these as per your agreement by phone.

Yours very truly,

OSKAR HUBER

CEF-G

February 10, 1922.

~~201~~

PR 26

Mr. Jay Bowerman,
907 Yeon Building,
Portland, Oregon.

Dear Sir:

Regarding the three vouchers returned with your letter requesting that final settlement be made on Contract No. 230, Klamath Falls-Dairy Section, Contract No. 227, Algoma Section and Contract No. 229, Klamath Falls-Merrill Section.

Will say that we have decided to make final settlement on these contracts, withholding $1000 on each until all claims have been adjusted.

Respectfully yours,

State Highway Engineer.

HN:HI

JAY BOWERMAN
LAW OFFICES
807 YEON BUILDING
PORTLAND, ORE.

February 4th, 1922.

RECEIVED
FEB 7 1922
STATE HIGHWAY ENGINEER

Hon. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I have three vouchers in favor of Oskar Huber, all of which are marked final. In each case Mr. Huber has, what I believe to be a legitimate claim for additional compensation which should be considered by your department in connection with a representative of Mr. Huber without the formality of going before the Highway Commission. At the same time I would like to have it arranged so that Mr. Huber could get the money which is admitted by your department to be due. I therefore formulated a statement of the grounds upon which I believe Mr. Huber has a claim, which should be reviewed and which grounds are as follows;

Contract No.230 KLAMATH FALLS - DAIRY Section of the Klamath Falls-- Lakeview Highway:--

On this contract the rock used for macadamizing was measured at the point of use instead of at the bunkers as called for in the contract. On this account Mr. Huber lost whatever loss there was by reason of settlement during transportation. I understand that Mr. Kelly has recently tested this question and has data from which he can approximately determine the amount of this loss and it should be ascertained and Mr. Huber given benefit of the amount thereof. The measurement on the culvert head walls is in the opinion of Mr. Huber's man, incorrect and we would respectfully ask that you arrange to have this remeasured by someone from your department in company with a representative of Mr. Huber.

Contract No. 227 ALGOMA SECTION of The Dalles-California Highway:--

In This case the macadamizing material was measured at the point of use rathern than at the bunkers and Mr. Huber wishes an allowance which will equal the amount of shrinkage from the bunkers to the point of measurement.

Contract No.229 KLAMATH FALLS- MERRILL SECTION of The Dalles--California Highway:--

The measurement of macadem material was made at the point of use and we would like to have the loss ascertained so that Mr. Huber will be paid on the measurement at the bunkers as per contract, also this contract provided for the use of pit run gravel from the Hatch gravel pit. The Engineer in charge required Mr. Huber to go to unnecessary expense in the matter of clearing up and opening up a new pit whereas the pit already opened was adequate, which matter I believe was heretofore presented but has never been passed on.

I have advised Mr. Huber to execute the vouchers in the form in which you have sent them and forward the same to you with the understanding that they are not final but may be paid as a payment on account without prejudice to either party. If this is not satisfactory to your Department, will you please return the vouchers to Mr. Huber when they come in as he does not wish to accept the amounts indicated as final but wishes that the money be paid on account and that your department investigate and pass upon the matters herein suggested.

Yours respectfully,
Jay Bowerman

JB:D

OSKAR HUBER
GENERAL CONTRACTOR
227 Sherlock Building
PORTLAND, OREGON

PR
#2

1/5/22

RECEIVED
JAN 7 1922
STATE HIGHWAY ENGINEER

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Attention Mr. Probert.

In reply to your letter of January 4th, wherein you set forth that the State Highway Department is not responsible for the estimates of their Resident Engineers:

We beg to take issue with you on this point. According to the specifications the Resident Engineer is the authorized representative of the State Highway Engineer and as such has authority to give orders to the Contractor and make estimates which are binding upon both parties according to the terms of the contract. As far as this office is concerned, any estimate given to us is the estimate of the Resident Engineer and the method of checking the Resident Engineer's figures is merely a matter of detail in your Department; and the Contractor has no jurisdiction over the method of arriving at quantities. Before paying our sub-contractor, we always ask for an estimate, signed by the Resident Engineer, covering the work completed by the sub-contractor; and as the work is completed and accepted by the Resident Engineer and paid for on these quantities, the Contractor should not be held responsible for the mistakes of the Resident Engineer.

We even feel justified in contending that where mistakes of the Resident Engineer are such that a final check shows an increase in the estimate, the Contractor is entitled to same and his settlement with the subcontractor is a personal matter over which the State Highway Commission has no jurisdiction; and, on the other hand, if the mistakes of the Resident Engineer are such that a final check shows a decrease in the sub-contractors estimate, the Contractor should be protected by the State for money paid out due to a faulty estimate by the Engineer. If your Department feels that it is necessary to check the Resident Engineer's estimate on each sub-contract before a final statement of the sub-contract is rendered, we would always be glad to hold up the final payment of the subcontractor until such time as this recheck could be made and thus eliminate any controversy in the final settlement.

In this particular instance, we had many controversies with the Resident Engineer in charge of this work and at no time did we consider him reliable and trustworthy, but tried to abide by his decisions and estimates, and in fact were forced to do so during the progress of the work. The final estimate shows that errors were made in his calculations to such a great extent that any portion of his work would be considered absolutely unreliable; but at the same time he was representing the State Highway Department and held a responsible position with them and was in authority over the Contractor and was recognized as authority by the State Highway Department. It is certainly unfair to place a Contractor at the mercy of an absolutely incompetent Resident Engineer.

Therefore, while the money involved in this instance is small, we are making a vigorous protest as to the principle involved in your ruling and should there ever arise an occasion in which the money involved is of sufficient amount to warrant more strenuous action by us, we will certainly take such steps as are necessary to bring the matter to a judicial settlement.

Hoping that we have made our position in the matter clear, we beg to remain,

Very sincerely yours,

OSKAR HUBER

By

CAD-G

Jan. 4, 1922

Mr. Oskar Huber,
227 Sherlock Bldg.,
Portland, Oregon.

File PR-26
Attention; Mr. Force.

Dear Sir;

Reference is made to your letter of January 3rd in regard to the quantity of rubble masonry allowed on your final estimate as compared with the quantity used as a basis for your final settlement with sub-contractor Julius Oss, this applying to work on the Algoma Section.

In this connection we have to advise that nowhere in our contract do we assume responsibility for estimates of quantities of work performed by sub-contractors. We do, as a matter of convenience for the main contractor, prepare estimates of quantities moved by the different sub-contractors, but in the protection of the interests of the State, we cannot and do not guarantee these estimates, which in many instances are necessarily hurridly prepared and are not subject to complete and final check. This same situation has arisen on several different occasions, but in no instance have we based our final estimate quantities upon estimates rendered by our Resident Engineers for work performed by the sub-contractor. If any loss results to the main contractor, that is his loss which he incurs as a result of his handling the work on a sub-contract basis, and a loss to which he would be subject in the event that sub-contractor's work were measured by the contractor's own engineers. It is, of course, quite common to underestimate sub-contractors as well as to overestimate them, in which event the main contractor usually profits. In fact, we believe that in the majority of cases changes which we make in our final estimates increase the quantities allowed the main contractor above the quantities upon which his payments to sub-contractors have been based.

Our check of the final quantities of work performed on the Algoma Section indicates that only 33.01 cubic yards of rubble masonry were placed, and it will be impossible for us to make allowance for any larger yardage.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:ETK
cc to E. B. Bishop.

OSKAR HUBER
GENERAL CONTRACTOR
227 Sherlock Building
PORTLAND, OREGON

1/3/22

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Attention Mr. Probert.

We are in receipt of final estimate on Contract 227, the Algoma Section of The Dalles-California Highway, on which we note you have minus rubble masonry.

Under date of December 6, 1921, we ~~have~~ had a letter from R. C. Stretchbery, the resident engineer, who informed us that the final estimate on rubble masonry placed by our subcontractor Julius Oss was 34.75 cu. yds. We paid our subcontractor on this basis and we therefore cannot see where he can consistently give us a less yardage now than at that time.

Will you please advise us your intentions in this matter.

Yours very truly,

OSKAR HUBER

~~By~~ Ernie Force

CEF-G

Copy of Res. Eng. letter attached —

ANSWERED
S. H. Probert

RECEIVED
JAN 4 1922
STATE HIGHWAY ENGINEER

Jan. 4, 1922

Mr. Oskar Huber,
227 Sherlock Bldg.,
Portland, Oregon.

File PR-26
Attention; Mr. Force.

Dear Sir;

We are in receipt of your letter of Jan. 3rd in regard to excavation quantities between Sta. 437 and 439 + 20 on the Algoma Section. An investigation of our final records for this work shows that the 134.3 cubic yards of excavation shown on our estimate No. 25 on line 29 were determined, not by actual measurement, but from what was erroneously computed from a mass diagram to be borrowed material to provide for an excess of embankment quantities over excavation quantities. Our final check of the construction records, which check was approved by Resident Engineer Stretchberry, shows this allowance to have been in error and same was accordingly eliminated when our final estimate was made up.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

EHP:ETH
CC to E. B. Bishop.

OSKAR HUBER
GENERAL CONTRACTOR
227 Sherlock Building
PORTLAND, OREGON

1/3/22

State Highway Commission,
Salem, Oregon.

Gentlemen:

Attention Mr. Probert.

Please refer to your estimate #24 - Final, your Contract #227, Algoma Section of The Dalles-California Highway.

On Line 29, Stations 437 to 439-20 there ~~were~~ was 134.3 cu. yds. which apparently have been omitted as it was included on your estimate #23 - Semi Final for this same contract. It appears on the same line in each case.

Will you please investigate this and let us hear from you.

Yours very truly,

OSKAR HUBER

~~By~~

CEF-G

ANSWERED
S. H. Probert

RECEIVED
JAN 4 1922
HIGHWAY ENGINEER

Dec. 12, 1921

Mr. E. B. Bishop,
Division Engineer,
Klamath Falls, Ore.

File

Dear Sir:

We are returning today by express the final estimate and data on the Algoma Section of The Dalles-California Highway.

In checking over this job we have listed the points where Resident Engineer Stretchberry's work cannot be checked by this office. Some differences were found in the yardage calculations, these were not listed as they are self-evident.

Mr. Probert has suggest that the overhaul be worked up, on an economic basis since this job has been handled by several Resident Engineers and no one of them seems to be entirely responsible. Please advise us in regard to this as your office had a better opportunity of knowing the conditions that prevailed during construction.

Please have any party who rechecks this job save all notes or figures we have made and if new ones are found necessary, show them above ours, as we need all calculations in checking any changes in this office.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer.

Dic. by E. S. Woodford,
FTH

Nov. 3, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

File PR-26

Dear Sir;

Herewith we are enclosing final voucher on the Algoma Section, Oregon Federal Aid Project No. 26, in the amount of $13,553.74.

Construction of the parking road, Sta. 453, has been eliminated as an item upon which Federal Aid is claimed and the item of rubble masonry substituted therefore.

We have also changed the total cost of the parking road. The additional amount was an erroneous charge on our books and I thank you for calling our attention to the matter, as it might otherwise have escaped us.

The voucher is accompanied by four copies of special price on rubble masonry and certification that no liquidated damages were assessed.

Please accept this letter as advice that additional surfacing will be placed upon the section between Sta. 500 and 610.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,
ETH
Enc.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

POST OFFICE BUILDING,
PORTLAND, OREG.

October 25, 1921.

OCT 26 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:-

Herewith attached find final voucher in quadruplicate on Oregon Federal Aid project No. 26 which is being returned for correction.

Under heading "Contingencies upon which Federal Aid is claimed" an item is noted "Parking Road, Sta. 453 to 456, $2,195.73". This item could not be considered as an unforseen contingency which was necessary for the completion of the project and is not eligible for Federal participation. It will be necessary to place it under heading "Contingencies on which Federal Aid is not claimed" before the voucher can be audited. In this connection it is also noted that, during final inspection recently made on this project, the amounts carried in the field covering this item totaled $1,170.60 which is a great deal less than the amount shown on the final voucher. Neither the Division Engineer nor the Resident Engineer was able to say why this larger amount was used.

During the final inspection it was noted that in a large number of places between Stations 500 and 610 the top course of rock had dis-appeared and the travel is now upon the base rock. This was probably due to a deficiency in the amount of screenings used to bind the base course. The Division Engineer advises that he has made arrangements for re-surfacing this portion from the Warren plant now being erected on the State project noxth of this project and in so far as this item is concerned the voucher will be audited upon receipt of a letter stating that the additional surfacing material will be placed upon this stretch in the near future. This matter was informally taken up with Mr. C. C. Kelley last evening.

Yours very truly,

District Engineer.

SAM A. KOZER,
SECRETARY OF STATE

JOHN W. COCHRAN,
DEPUTY SECRETARY

STATE OF OREGON
DEPARTMENT OF STATE
SALEM

PR 1/6/11

October 11, 1921.

OCT 12 1921

Herbert Nunn,
Highway Engineer,
Capitol Building.

Dear Sir:

Herewith returning claim of Oscar Huber, your No. 7908, covering Estimate No. 22 of Contract No. 227, in the amount of $13,672.17, and attention is directed to the items of lumber and timber at $85.00 per M. and Rubble Masonry at $18.00 per Cu. Yd., which items are not covered by said contract. This department has no knowledge of this additional work, excepting copy of letter from the contractor to the highway engineer submitting the prices for the above mentioned items, which is not sufficient.

Yours truly,

AUDITING DEPARTMENT

By

WE/O
encl.

Oct. 7, 1921

American Surety Co. of New York,
600 - 601 Yeon Bldg.,
Portland, Oregon.

File FR-26

Dear Sir:

We are in receipt of your letter of the 5th inst. relative to contract for grading and macadamizing the Algoma Section of The Dalles - California Highway in Klamath County.

This work was completed and given final acceptance as of September 9th, 1921. Final check of the quantities is being made at the present time and if you will write us again at a later date, we will be pleased to advise you of the total payments to the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. W. DeSouza,

ETH

Company's Home Office Building.

American Surety Company
of New York.
Capital $5,000,000.

F. W. Lafrentz, President

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON
600-601 YEON BUILDING
TELEPHONE MARSHALL 116

PORTLAND, ORE., Oct. 5, 1921

Re: 241986-A : Oskar Huber to State of Oregon.

Mr. R. A. Klein, Secretary,
State Highway Commission,
Salem, Ore.

Dear Sir:-

We would be interested to learn if Mr. Huber has now completed his contract with the Highway Commission for grading and macadamizing the Algoma Section of The Dalles-California Highway in Klamath County; contract dated Nov. 4, 1919; in the approximate amount of $125,532.20.

Very truly yours,

W A King

Assistant Manager.

WAK-s

Ack. 10/8

Final est
being made
Complete Sept. 9, 1921.

,OSKAR HUBER

Klamath Falls, Ore.
Sept. 22, 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Beg to submit price of $85.00 per thousand for lumber in place on the Algoma section Dalles-California Highway, Contract No. 227.

Yours very truly,

OSKAR HUBER

By Ora D. Baker,

Superintedent.

cc to R. B. Bishop
D. L. Bundy

November 3, 1921

Secretary of State,
Building.

Dear Sir:

The above bid for lumber and timber on Contract No. 227 is considered reasonable and is accepted.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

RAK:EM

OSKAR HUBER

Klamath Falls, Ore
Sept. 22, 1920.

Mr. Herbert Nunn
State Highway Engineer
Salem, Oregon.

Dear Sir:

Beg to submit price of $85.00 per thousand for lumber in place on the Algoma section Dalles-California Highway, Contract No. 227.

Yours very truly

OSKAR HUBER

By Ora D. Baker,

Superintendent.

cc to E. B. Bishop
D. L. Bundy.

OK
R A Klein

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 17, 1921

Job Name Algoma

Week from 9/10 to 9/17

Mail Address

Highway Dalles-California

Telegraph or Telephone Address

County Klamath Job Prefix 1884

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Ninety feet of the parapet wall at Rattle Snake Point is completed to date. Contractor has finished all other work.

Road being dragged twice a week. Surface of macadam is breaking up very badly.

Final estimate will be sent to Salem sometime this week.

NOTED
E. B. Bishop

(See back of this sheet for instructions and detailed information.)

Signed

Title Res. Eng.

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed ....

Miles partially done ....

Average daily yardage placed this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Surfacing will be completed about ....

Number men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

Sept. 7, 1921.

Mr. E. B. Bishop,
Division Engineer,
Klamath Falls, Ore.

File PR#26

Dear Sir;-

Herewith we are enclosing approved order for extra work on the Algoma Section, contract No. 229. In approving this order Mr. Kelley has stated that in his opinion the standard rubble masonry parapet wall should not exceed $2.50 per lineal foot instead of the $5.85 per lineal foot, which is given on the order.

For your information we are leaving attached to the force order notation which he had made for the information of Mr. Nunn, and we would suggest, if in your opinion this parapet wall cannot be built for $2.50 per foot, that this matter be called to Mr. Kelley's attention before proceeding with the work.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer.

Dic. by J. W. DeSouza.

ETH

Enc.

FORM 8A 5M-5-21
R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.

Sept. 5, 1921.

PR #26

Mr. Herbert Nunn,
Attention Mr. Probert.
State Highway Engineer,
Salem, Ore.,

Dear Sir:-

Answering your letter of Sept. 1st. regarding the construction of rubble-masonry head-walls on the Algoma and Dairy Sections.

Mr. Morris of the Bureau of Public Roads, while down here with Mr. Kelley during the latter part of June, gave his verbal approval to the use of rubble masonry and said he would take up the matter with his Portland office upon returning there. I imagine that it skipt his mind and think that the letter of approval would be coming forewith should you write to them again.

All of the headwalls have been installed on the Algoma Section and nearly all on the Dairy Section.

Yours truly,

E. B. Bishop
Division Engineer.

E.B.B.

SEP 7 1921

Rubble headwalls to
be paid for at
$18.00 per yard

Sept. 1, 1921

Mr. E. B. Bishop,
Division Engineer,
Klamath Falls, Ore.

File PR#26

Dear Sir:

Reference is made to our letter of June 25th in regard to the construction of rubble masonry headwalls on the Algoma and the Klamath Falls-Dairy projects.

At that time we were awaiting approval by the Bureau of Public Roads of the use of rubble masonry headwalls. As we have not since heard from either the Bureau ~~of~~ or yourself, we would be pleased to have you advise us as to the arrangements that have been made for the construction of these headwalls.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ETH.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST-OFFICE BUILDING
PORTLAND, OREGON

June 27, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We have your letter of June 25th re substitution of masonry end walls for concrete end walls on Oregon Federal Aid projects Nos. 26 and 30.

One of our engineers will be on these projects within a few days and will go over the matter with your Division Engineer. We will write you again immediately upon his return.

Yours very truly,

C H Purcell
District Engineer.

Copy to
Bishop
SAB
J.W.D.

June 25, 1921

Mr. R. B. Bishop,
Resident Engineer,
Klamath Falls, Oregon.

PR#26

Dear Sir:

We have your letter of June 23rd, transmitting quotation made by Oskar Huber for rubble masonry headwalls to be substituted for concrete headwalls, as called for by the plans, this applying to the Algoma and the Klamath Falls-Dairy Sections.

The substitution of rubble masonry for concrete on the headwalls on these projects is satisfactory to us, but, in view of the fact that these are Federal Aid projects, it will be necessary that we secure the approval of this substitution by the Bureau of Public Roads.

It will be necessary, therefore, that you hold up the installation of rubble masonry headwalls untill such time as we hear from Mr. Purcell.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ME

Oskar Huber
General Contractor
227 Sherlock Bldg.
Portland, Oregon.

Klamath Falls, June 22nd, 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We hereby agree to construct rubble masonry head walls on the Algoma and Dairy sections of the Dalles-California highway at a price of $18.00 per cu. yd.

Respectfully yours,

OSKAR HUBER

By Ora D. Baker (Signed)

Supt. Klamath Division

November 3, 1921

Secretary of State,
Building.

Dear Sir:

The above refers to contracts Nos. 227 and 230, being the Algoma Section of the Dalles-California Highway and the Klamath Falls-Dairy Section of the Klamath Falls-Lakeview Highway.

This substitution is made on account of the saving which will accrue to the state by the use of masonry headwalls rather than concrete at the bid price.

The prices quoted are considered reasonable and are accepted.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

RAK:LM

527
4
230

OSKAR HUBER

GENERAL CONTRACTOR

227 Sherlock Bldg.,

Portland, Oregon.

Klamath Falls June 22nd, 1921

Mr. Herbert Nunn
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We hereby agree to construct ruble masonery head walls on the Algoma and Dairy sections of the Dalles-California highway at a price of $18.00 per cu. y.d

Respectfully yours,

OSKAR HUBER

By (Signed) Ora D. Baker

Supt. Klamath Division

OK
Roy A. Klein
Sec.

Form 39

PR 2

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section [illegible]
Date Sept. 25th, 1920
Week from Sept 18 to Sept 25
Highway Dalles-California
Job Prefixes [illegible]
(List prefixes of all jobs worked on, giving approximate percentages of time on each)
County Klamath
Survey will be completed about
Number in party
Camp location
Mail address 210 Main St. Klamath Falls, Ore.
(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Work on [illegible] [illegible] Sta
69-100 about [illegible] - Hauling stone
[illegible] finished.

[illegible]ing gravel. Expect to be
[illegible] 1920

NOTED
C. C. KELLEY

NOTED
H. B. GLAISYER

Supplementary Report

GRADE CONSTRUCTION

(To be attached to Weekly Reports covering grading work)

Job 180A
Number of stations of grading on project 178
Number of stations completed [illegible]
Number of stations completed except for finishing
Number of stations covered by contractor's forces
Number of stations cross-sectioned 41
Number of station cross-sections completed and checked 41
Number of stations to be remeasured
Contractor's average force for the week: 7 men, 3 teams, — steam shovels.
Grading work will be completed about Oct. 30

Signed [illegible] Bundy
Title Res. Engr.

September 20, 1920

E. B. Bishop,
Klamath Falls, Ore.
District Engineer.

Dear Sir:

This is to acknowledge your letter of the 18th., addressed to Mr. Nunn concerning the franchise given by the County Court of Klamath County to the Klamath Telegraph and Telephone Company permitting said Company to maintain its poles and wires over and across certain public highways in Klamath County.

Under separate cover I am mailing to you a copy of the laws on roads and highways in this state, and on page 176 you will find the provisions covering the licensing of telegraph and telephone companies to occupy the public highways of the state, and you will find that it provides therein that the County Court has jurisdiction to tell the Company where it may place its poles and may order them moved whenever the Court thinks it expedient to do so. This law also provides that such fixtures shall not be so constructed as to obstruct any highway.

The license or franchise which the Klamath County Court gave this Telegraph Company states that the same shall remain in force and effect for a period of fifty years, from which it may be argued that since the Court did not protect itself by a provision that the poles may be ordered moved, notwithstanding this fact, I believe that if these poles and wires are so constructed as to obstruct the highway they may be ordered moved and at the expense of the Telegraph Company.

I would suggest that you put this up to the County Court as it is the County Court that has jurisdiction over the matter, and ask that they, by written order, ask the Company to move its poles and designate in the order, or otherwise, where they are to be placed.

I might add that I am going to try to have the next legislature give the Highway Commission jurisdiction over such matters on state highways.

Yours very truly,

Assistant Attorney General.

JMD:AF

IN THE COUNTY COURT IN AND FOR THE
COUNTY OF KLAMATH, STATE OF OREGON

In the matter of the petition
for franchise of the Klamath
Tel. & Tel. Co.

This Matter having come on to be heard in open court all the members of said court being present and the court having read and considered such petition and being full advised in the premises doth order adjudge and decree that the Klamath Tel. & Tel. Co. a CO.partnership consisting of Joseph and J.H.Hessig have the right and privilege and the privileges hereby granted to the said Klamath Tel. & Tel. Co. its successors and assigns to erect and maintain poles string wires and place conduits and other fixtures and appliances necessary for conducting telephone and telegraph service upon along, under and across all of the public highways in Klamath County and State of Oregon.

Said Telephone and Telegraph service being for the use of the residents of Klamath County and the general public.

Said poles, wires, fixtures etc., to be place only upon one side and maintained thereon of said highways and to be placed and maintained so as not to unreasonabley interfere with travel or other purposes for which said highways were intoded, and the said Klamath Tel. & Tel Co. its successors and assigns, shall keep the county of Klamath free and harmless from any and all liability for damages by reason of negligence in using said highways for the purposes aforesaid.

And it is further ordered, that this right privilege and franchise shall be and remain in force and effect for and during the period of fifty years from this date.

Done in open court this 20th day of April, 1914.

(Sd) Wm. S.Worden, County Judge
" John Hagelstein, Co. Com.

STATE OF OREGON }
County of Klamath } ss.

I, C. R. DeLap, County Clerk and Clerk of County Court, in and for Klamath County, State of Oregon, do hereby certify that the foregoing copy of Order(In the Matter of the petition/ for Franchis of Klamath Tel. & Tel. Co has been by me compared with the original and that it is a correct transcript therefrom and of the whole of such original Order as the same appears Vol. 6 Commissioner's Journal page 229. at my office and in my custody.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the County Court this 17th day of September 1920

C.R.DeLap
County Clerk

By Vera Houston.
Deputy Clerk

August 28, 1920.

Mr. D. L. Bundy,
Klamath Falls,
Oregon.

File 18PA

Dear Sir:

We have received your time check for Mr. Kellogg together with the attached note in regard to the rate at which he has been carried. For your information in case a similar condition arises in the future, you are advised that the difference between the flat rate and the corresponding rate with expenses is $60.00 per month instead of $45.00 as indicated in your note. We have paid Mr. Kellogg's time check on the basis of $110.00 per month and expenses.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer,

SHP:ET

Klamath Falls Ore
8/25/20

State Highway Eng
Salem Ore

Attention Mr Probert

RECEIVED
AUG 27 1920

Dear Sir:—

In regard to time slip enclosed I make the rate 155.00 or 110.00 + board as Mr Kellogg was working double shift + I did not hire another rock checker —

Yours truly
B L B[illegible]
Res Engr

ANSWERED
S. H. Probert

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Noted

Enclosures.
lcb-mm

State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

MEMORANDUM FOR THE DISTRICT ENGINEER AT **PORTLAND, OREGON.**

The project agreement and certificate to cover **Oregon** project No. **26** has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Noted [illegible]

Enclosures.
leb-mm

Copy for State Highway Depar

Form P. R. I. 2

State Oregon

Project No. 26

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

PROJECT AGREEMENT

Memorandum of agreement made this 7th day of May 1920

by and between the State Highway Commission of Oregon ~~, constituting~~

~~for the purpose hereof, the Highway Department of the State of~~

hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 3rd day of October 1919, a project statement, which was approved by the Secretary on the 3rd day of November, 1919, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 22nd day of April, 1920, and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of seventy-two thousand, one hundred and fifty-seven and 96/100 dollars ($72,157.96) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State Sale of Bonds authorized by Legislature under Chapter 175, Laws of 1917, to meet Federal aid offered. By act of the Legislature of (date and citation), appropriating dollars.

* (*b*) By the County of Klamath, in accordance with resolution of By tax levy or bond issue authorized by act of (date and citation). County Court of Klamath County, March 5, 1920, appropriating $34,521.55 and any additional sum necessary to meet the County's share of the cost of the project.

* (*c*)

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point about 2½ miles north of Klamath Falls at survey sta. 177+0 and a point on the south boundary of the Klamath Indian Reservation at survey station 647+0 terminal points, a distance of 8.96 miles, known locally as the Dalles-California Highway, Algoma Section, Klamath County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorised agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorised agents require repairs or reconstruction, will be repaired or reconstructed, and new structures deemed necessary by the Secretary or said agents but not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without Federal aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of **seventy-two thousand, one hundred and fifty-seven and 96/100** dollars, certified to the Secretary of the Treasury as above mentioned, being **fifty** per cent of **one hundred and forty-four thousand, three hundred and fifteen and 93/100** dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to~~ ....

....
(Official or depository.)

~~hereby designated by the Highway Department for that purpose and authorized~~ under the laws of said State to receive public funds of the .... of ....
(State or county.) (Name.)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer, Salem, Oregon
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of
(State or county.)

Oregon
(Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2, of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any Federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .... (Include reference to statute making appropriation and probable amount annually available.)

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the

22nd day of April, 1920.

State Highway Commission of Oregon
(Official title of Highway Department.)

By ....
Chairman, State Highway Commission.
(Title of officer.)

By ....
Member, State Highway Commission.
(Title of officer.)

By Ed E Kiddle
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By ....
(Title of officer.)

By ....
(Title of officer.)

By ....
(Title of officer.)

C F Marvin
Secretary of Agriculture.

[SEAL.]

WB

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point about 2½ miles north of Klamath Falls at survey sta. 177+0 and a point on the south boundary of the Klamath Indian Reservation at survey station 647+0 locally known as the Dalles-California Highway, Algoma Section, Klamath County, and designated in the records of this Department as Project No. 26, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $144,315.93 as the total estimated cost of said project, and the sum of $72,157.96 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 22nd day of April one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

C. F. Marvin
Secretary of Agriculture.

June 1, 1920.

pR

Mr. D. L. Bundy,
210 Main St.,
Klamath Falls, Oregon.

Dear Sir:

We have your note of May 25th, requesting a copy of the preliminary estimate for the work being done by Klamath County north of Klamath Falls between Stations 0/00 and 177. No preliminary estimate was made up covering this particular unit, it being at first, intended to handle all of the work between Klamath Falls and the Indian Reservation Line as a single job, and the preliminary estimate was made upon upon that basis. In order that you may have something to work upon, however, we have prepared an estimate based upon unit prices used in the estimate for the section from Klamath Falls to the Reservation Line, and upon quantities determined as nearly as possible from that estimate. There are included in this estimate 14,000 F.B.M. of Lumber and 5 cubic yards of Class "B" Concrete for the Terminal City Overhead Crossing.

We trust that this estimate, a copy of which is enclosed, will serve your purpose.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads,
Oregon F.A. 26.

May 19, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of May 15th. enclosing triplicate copies of project agreement for Oregon Federal Aid Project No. 26.

The clause relating to existing structures has no particular significance in this case, there being no existing bridges on the job. We are inserting this clause quite generally in all project agreements.

Yours very truly,

CHPurcell

District Engineer,

SHP/[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon F.A. 26.

May 4, 1920.

-20

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Your letter of April ~~26~~ 10th. regarding revisions of grades and alignment on Oregon Federal Aid Project No. 26 duly received.

Answer has been delayed awaiting a report from our representative who made the inspections in this locality during the month of April. He reports that the profiles available at the time of his inspection did not indicate all the proposed revisions. We will take up the matter again when the next inspection is made.

Yours very truly,

C H Purcell

District Engineer,

SHP

FORM 4 [illegible]

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

P.R.-26

210 Main St. Klamath Falls, Ore. Apr. 19-20

18PA.

Mr Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir: -

This is to notify you that the Contractor started work on the "Klamath Falls - Algoma Section, Dalles - California Hwy." April 16th 1920.

Yours truly
S. L. Bundy
Res. Engr.

O.P.R. notified
4-23-20
[illegible]

RECEIVED
APR 22 1920

April 14, 1920.
File: P.R. No. 26

Mr. D.L. Bundy,
210 Main St.,
Klamath Falls, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of the 10th inst., relating to the Klamath Falls-Algoma Section, Oregon Federal Aid Project No. 26.

A little later in the season when this year's work is fully underway, it is the intention of this office to make an investigation of each Federal Aid Project with reference to Quantities, classification, etc., and to submit new Project Agreement estimates to the Office of Public Roads, based on the revised data. Copies of all these revised estimate quantities will be sent to the engineers, and the matter of concrete for headwalls which you mention, will be taken care of at that time. For conformity with the records of this office, we would prefer that you carry the survey quantities as shown on the statement sent you until such time as our estimate revisions are made.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer.

JD-MM

ISSIONERS

SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

210 Main St. Klamath Falls, Ore.
Apr. 10th 1920

Mr. Herbert Nunn,
State Highway Engr.
Salem, Ore.

Attention Mr. Probert

Dear Sir:— Will you kindly inform me the date for getting out estimates in this Division.

In regard to the preliminary estimate on Class "C" Concrete for (Sec 18 PA. Klamath Falls-Algoma, Fed. Aid Proj. #26) I wish to say that using the standard for headwalls required on Federal Post projects, that the yardage is 114.32 cu yds instead of 62 cu yds as of your letter of the 5th to Mr. E B Bishop.

Yours truly

S.L. Bundy
Res Engr.

Ans'd

April 10, 1920.

File: F.A. No. 26

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Please refer to your letter of March 19th in connection with Federal Aid Project No. 26, and also to our reply of March 23d. In connection with the Project, it has been decided to increase the width of roadbed to a full twenty feet between ditches in cut, and to twenty feet between shoulders in fill, and over those sections where it is possible to follow the existing ground surface ver closely, we propose to use what we call our thirty foot grader section. In adapting our grade line to these changed cross-sections, it will be necessary to make a number of revisions in grade, and in making these revisions, we will endeavor to follow the general practice which your office in recent correspondence has more or less definitely established as being acceptable, and particular attention will be given to those points mentioned in your letter of the 19th, as having in accordance with present plans, unsatisfactory grade lines. It may be necessary in a few places, where the thirty foot grader section is used, to follow a somewhat more rolling grade line than that shown in the present plans, but we believe that you appreciate the desirability of having a wider roadbed with a rolling grade line in preference to a narrow roadbed with a more uniform grade line. We believe that the revisions referred to above can be carried out without increasing the cost of the Project more than $500 or $600 per mile.

We are not contemplating submitting a revised profile at this time, due to the fact that a very considerable amount of work would be required in making up the necessary tracings. Most of the revisions have been projected upon the field profiles, however, and we will be pleased to have ~~your~~ an inspection made of them by a representative of your office. We are satisfied, however, that the revisions contemplated will be entirely satisfactory to you.

In our letter of the 23d, we stated that a revision of alignment was contemplated between Stations 250 and 395. A more thorough study of this revision, however, shows that an additional cost of approximately $8,000.00 would be required, and we have therefore decided to construct on the alignment as shown in the original plans.

Noted
[illegible]

#2

If the arrangements outlined above are not satisfactory to you, kindly advise.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

March 23, 1920.

File: P.R. No. 26

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We have your letter of March 19th, referring to Federal Aid Project No. 26, and recommending that more uniform grade lines be established over certain sections of this project.

There apparently is considerable room for improvement in the grade line as shown upon the plans for this project, and we are forwarding a copy of your letter to our Division Engineer Mr. Bishop at Klamath Falls with instructions to eliminate features of this kind wherever it is possible to do so without materially increasing the cost of construction.

In connection with this particular project, we are now planning to use a wider roadbed than was originally contemplated, wherever the ground is level enough to permit of this without greatly increasing the cost of the work. It is our idea that in a country such as this project is located in, it is preferable to use a wide roadbed with a rolling grade line than a narrow roadbed with a more uniform grade line. With this in mind, we contemplate using a thirty foot grader-section roadbed wherever the groundline can be closely followed by the grade line, and the side slopes permit of the use of such a section. This will necessitate the abandonment of a considerable part of the grade line as now shown upon the plans, but although the new grade line will be slightly more rolling in some places, we believe that on the whole, it will be an improvement over the present grade line.

Our Division Engineer also advises us that he is working on an alignment revision which will effect a considerable saving in distance without materially increasing the cost. The revised alignment will practically parallel the railway tracks between Stations 250 and 395. Plans for this revision will be submitted for your approval as soon as they can be prepared.

#2

We expect also to be able to give you more definite information in regard to revised roadbed widths and revised grade lines, in a short time.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

26

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

March 19, 1920.

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads,
Oregon F.A. 26.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Reference is made to Oregon Federal Aid Project No.26.

In order to facilitate the work in your office we accepted your standard roll plans and made our usual field inspection with the understanding that the construction would be carried out as indicated on said plans. On December 17th, 1919, we gave our approval of the plans as submitted conditional upon receipt of the same in accordance with our standards. The latter were received January 31, 1920.

We find that considerable changes have been made in the grades and in most instances the changes are decidedly less satisfactory than the original. We assume that the new grades were established with a view to hugging the ground as closely as possible thereby effecting a saving in earth work. It appears from a comparison of the bid and the revised estimate that this saving amounts to approximately $2,300.00. A portion of this, approximately $800.00, is due to the change from Sta 536+50 to Sta. 647. This change meets with our approval

Grades as originally shown on the roll plans are decidedly more satisfactory at the following points,- Sta. 177 to 184; Sta. 349 to 396+70. We do not think that the saving justifies the changes that have been made and unless there are other reasons of which we are not aware we suggest that the original grades be used at these points.

We are today forwarding plans, special provisions and estimate to the Director with our recommendation for approval, dated November 25, 1919. The revised estimate shows County funds available in the amount of $36,078.98. The County resolution provides only $34,521.35. Inasmuch as the County further obligates itself to pay its share of any additional cost, we are sending it on to our Washington office with our approval.

Yours very truly,

J. A. Elliott

Acting District Engineer,

ANSWERED [illegible]

F.A. #26

RESOLUTION

WHEREAS, the State of Oregon, by its State Highway Commission, and the Federal Government, by and through its Bureau of Public Roads, have designated for improvement that certain section of highway in Klamath County, known and designated as the Algoma Section of The Dalles-California Highway, which said section of highway is to be improved as a post road project; and,

WHEREAS, the cost of improving and constructing said section of highway, which said cost is estimated to be of the sum of $138,085.42, is to borne proportionately by the Federal Government, the State of Oregon, and the County of Klamath, in the following proportionate amounts: Fifty percent of the estimated cost of said improvement to be paid by the Federal Government; twenty-five percent by the State of Oregon, and twenty-five percent by the County of Klamath; and.

WHEREAS, the improvement of said section of highway as contemplated, will be of special benefit to Klamath County; and,

WHEREAS, it appearing to the County Court of Klamath County, that there should be at this time appropriated out of the____________________ funds of the County, a sufficient amount to pay Klamath County's proportionate amount of the costs of said improvement:

THEREFORE, be it, and it is hereby resolved by the County Court of Klamath County, sitting at this time, as a County Court for the transaction of County business, that Klamath County does hereby approve of and accept the proposal to improve and construct the said section of highway herein designated for improvement as a post road; and said County hereby obligates itself to pay its just proportionate share of the totalcompleted cost of the improvement of said section of highway, which said total cost is estimated at the sum of $138,085.42.

And be it resolved that there be, and there is hereby set aside, and appropriated out of the____________________ funds of the County, the sum of Thirty-four thousand, five hundred twenty-one and 35/100 Dollars ($34,521.35), to be used and applied on the cost of said improvement.

And be it further resolved that should the final cost of said improvement exceed the said estimated cost of $138,085.42 then the said Klamath County does hereby obligate itself to pay its just proportionate share of the ultimate cost of said improvement over and above the said estimated cost.

Be it further resolved that this resolution be entered in the County Court Journal, and that a duly certified copy of this resolution be delivered to the Federal Government by delivering the same to its Bureau of Public Roads, and that a like copy be delivered to the Oregon State Highway Commission, the delivery and receipt of which said copies shall be deemed sufficient to authorize the improvement of said section of highway, and shall thereby become a binding obligation on the County of Klamath, for the purpose and to the extent herein stated.

Dated this____________ day of____________________1920

COUNTY COURT OF KLAMATH COUNTY

____
County Judge

____
Commissioner

____
Commissioner

Form 19

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section County Force Acct Date March 6, 1920

Week from Feb 28th to Mar 6th

Highway Dalles-California Job Prefixes 18DA-18PA-18PC

(List prefixes of all jobs worked on, ~~giving~~ approximate percentages of time on each)

County Klamath

Survey will be completed about Number in party

Camp location

Mail address 210 Main St Klamath Falls Ore

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

18DA. County force laying rock and rolling first course of macadam on the grade from the overhead crossing back to Pelican City. Preparing subgrade and throwing out shoulders on grade from Pelican City to city limits and from the overhead to the junction of County and Federal aid project. Overhead piers in and abutments started. Work stopped 3/6.

18PA. Started revision of line from sta 215+00 to about 260+00. Did not finish account of other work needed on 18DA & 18PC.

18PC. Grader working on grade from 628+00 to 680+00. Grade practically finished to joint waste ditch Sta 680+00.

NOTED
E. B. Bishop

Signed D L Bunney

Title Res. Engr.

18 pa

PR 76

March 2, 1920

Mr. B.L. Bundy,
Klamath Falls, Oregon.

Dear Sir:

We are in receipt of your requistion of February 28, and also your equipment inventory for February. On the former we note that you ask for a light transit, and on the latter that you report having in use Fauth transit, No. 253. We have no other transit available at this time; and it will be necessary for you to use the one you have, unless it is possible for you to effect an exchange with one of the other men, who is working in that section of the state.

Barring the transit, we are sending to-day the bulk of the supplies requested; and the balance will follow within a day or two; but we note that your requisition does not bear the O. K. of M.B. Bishop, Division Engineer; and this is a formality upon which we must insist in the future.

Respectfully,

HERBERT NUNN,
State Highway Engineer,

By J. C.

JCT/H

13, a, # 26

Salem, Oregon, January 28, 1920

SPECIAL PROVISIONS

To be used supplementary to the Oregon State Standard Specifications in connection with the grading and macadamizing of the Algoma Section of The Dalles-California Highway in Klamath County, Federal Aid Project No. 26.

SURFACING

Width & Thickness of Surfacing:

Broken Stone Macadam shall be laid in two courses, each course to be of an average thickness of four inches, loose measure.

Cinder Macadam shall be laid in two courses, each course to be of an average thickness of five inches, loose measure.

The width of surfacing of either type will be sixteen feet.

Broken Stone Macadam, Waterbound:

Broken Stone Macadam, Waterbound, will be required to be laid in accordance with the Standard Specifications for that item.

Cinder Macadam, Waterbound:

Cinder Macadam, Waterbound, will in general be required to be laid in accordance with the Standards Specifications for Run-of-Bank Gravel, Waterbound. Thorough sprinkling and rolling will be required.

The cinder material shall be of the same quality as that generally used for road surfacing in and around Klamath Falls.

TWO CLASSIFICATION BASIS

Excavation will be classified under two heads; viz; Common Excavation, and Solid Rock Excavation.

Solid Rock Excavation shall include only ledge rock in place which cannot be excavated without drilling and blasting, and boulders having a volume greater than one-half cubic yard. This specification shall in no case be interpreted as including solid rock, shell rock and other material of a rock nature or otherwise, which in the judgment of the Engineer may be loosened with a pick, although blasting may be resorted to in order to expedite the work.

Common Excavation shall include all material other than Solid Rock.

PREFERENCE TO BE GIVEN SOLDIERS AND SAILORS

In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made. (Section 6 of the Act of Congress approved Feb. 28, 1919 entitled "An Act making Appropriations for the Service of the Post Office Department for the Fiscal Year ending June 30th, 1920, and for other Purposes". - - - Public 299, 65th Congress).

RECOMMENDED FOR APPROVAL:

CHIEF ENGINEER, BUREAU OF PUBLIC ROADS.

APPROVED:

Acting Chief, Bureau of Public Roads.

OREGON STATE HIGHWAY DEPARTMENT   OREGON FEDERAL AID PROJECT NO. 26

Detailed Estimate to be Used as Basis for Project Agreement

Based on Contract Prices

- - - - - - - - - -

GRADING, & MACADAMIZING, ALGOMA SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

Salem, Oregon, January 28, 1920

Quantity		Item	Unit Price	Amount
All Required		Clearing & Grubbing (60' R.of W.)		$ 400.00
25,700	Cul Yds.	Common Excavation	$ .85	$ 21,845.00
13,750	"	Solid Rock Excavation	2.00	27,500.00
8,750	Yd. Sta.	Overhaul	.08	700.00
198	Lin. Ft.	12" Culvert Pipe	1.35	267.30
132	"	18" Culvert Pipe	3.00	396.00
572	"	24" Culvert Pipe	4.00	2,288.00
68	"	30" Culvert Pipe	5.00	340.00
62	Cu. Yds.	Class "C" Concrete	25.00	1,550.00
2	Only	Catch Basins	20.00	40.00
1,500	Lin. Ft.	6" Porous Drain Tile	.30	450.00
150	Cu. Yds.	Broken Stone Backfill for Drains	3.30	495.00
6,850	Lin. Ft.	Guard Fence	.90	6,165.00
20,600	Cu. Yds.	Broken Stone Macadam	3.30	67,980.00
1,040	"	Clay or Other Earth Filler	.75	780.00
		Sub-total		$ 131,196.30
		10% Engr. & Cont.		13,119.63
		Total		$ 144,315.93

Length of Project 8.96 Miles.
Estimated Cost per Mile $16,106.69

Federal Aid Requested	$72,157.96
State Funds Available	$36,078.99
County Funds Available	$36,078.98
Total	$144,315.93

Signed

Roy A. Klein
Ass't State Highway Engineer

Salem, Oregon, January 28, 1920

SPECIAL PROVISIONS

To be used supplementary to the Oregon State Standard Specifications in connection with the grading and macadamizing of the Algoma Section of The Dalles-California Highway in Klamath County, Federal Aid Project No. 26.

SURFACING

Width & Thickness of Surfacing:

Broken Stone Macadam shall be laid in two courses, each course to be of an average thickness of four inches, loose measure.

Cinder Macadam shall be laid in two courses, each course to be of an average thickness of five inches, loose measure.

The width of surfacing of either type will be sixteen feet.

Broken Stone Macadam, Waterbound:

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Cinder Macadam, Waterbound:

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The cinder material shall be of the same quality as that generally used for road surfacing in and around Klamath Falls.

TWO CLASSIFICATION BASIS

Excavation will be classified under two heads; viz; Common Excavation, and Solid Rock Excavation.

Solid Rock Excavation shall include only ledge rock in place which cannot be excavated without drilling and blasting, and boulders having a volume greater than one-half cubic yard. This specification shall in no case be interpreted as including solid rock, shell rock and other material of a rock nature or otherwise, which in the judgment of the Engineer may be loosened with a pick, although blasting may be resorted to in order to expedite the work.

Common Excavation shall include all material other than Solid Rock.

PREFERENCE TO BE GIVEN SOLDIERS AND SAILORS

In the employment of labor in the performance of this contract, preferense shall be given, other conditions being equal, to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made. (Section 6 of the Act of Congress approved Feb. 28, 1919 entitled "An Act making Appropriations for the Service of the Post Office Department for the Fiscal Year ending June 30th, 1920, and for other Purposes". - - - Public 299, 65th Congress).

January 15, 1920.

File: Project No. 26

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing five copies of revised estimate as basis for Project Agreement on the Rowena-Dalles Section, Oregon Post Road Project No. 36.

We have your letter of January 14th relative to the matter of the manner of making up this estimate, and trust that the manner which we have adopted will be satisfactory to you. We are, also, enclosing herewith sample voucher showing the form which we would very much like to use in instances where work has been prosecuted prior to the approval of the Project. We believe that the method indicated on our estimate and the sample voucher will cause no accounting difficulties, and it would appear to us that the manner would be satisfactory as long as no definite precedent has been established.

Our principle reason for wishing to use this method is that all monthly estimates which we receive from the field are prepared on the basis of the total amount of work done to date. This would allow us to prepare the body of our voucher to the Government the same as in the past except that it would always be necessary to subtract the amount of work which had been done prior to the date of approval by your office. In case this method which we have outlined is not satisfactory to you, we would be very pleased to receive any detailed instructions which you may have to give us relative to the method of handling.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

For Office Engineer.

JWD-[illegible]

[illegible] STATE HIGHWAY DEPARTMENT OREGON FEDERAL AID PROJECT #36

Detailed Estimate to be used as Basis for Project Agreement

(Based on Contract Prices)

~~[illegible]~~-ROWENA-DALLES SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

7.75 Miles Grading Salem, Oregon January 15,1920

Quantities		Item	Unit Price	Amount	
Total Quantities Shown on Plans					
All Required		Clearing & Grubbing	Lump Sum	$ 500.00	
52,180	Cu. Yds.	Common Excavation	$.74	38,613.20	
10,000	Cu. Yds.	Solid Rock Excavation	1.80	18,000.00	
33,000	"	Overhaul per 100 ft.	.05	1,650.00	
1,743	Lin. Ft.	12" Culvert Pipe	1.70	2,963.10	
200	"	6" Porous Drain Tile	.30	60.00	
150	Cu. Yds.	Class "A" Concrete	35.00	5,250.00	
39	"	Class "C" Concrete	30.00	1,170.00	
19,550	Lbs.	Metal Reinforcement	.10	1,955.00	
360	Cu. Yds.	Rubble Masonry	12.00	4,320.00	
2	Only	Catch Basins	25.00	50.00	
136	Lin. Ft.	Handrail	3.50	476.00	
		Estimated by Quantities as shown on Plans		$ 75,007.30	$75,007.30
		10% Engineering & Contingencies		7,500.73	
		Total Obligation Set Up		$ 82,508.03	
Work Done Prior to Approval of Project on December 5, 1919					
97.8	Cu. Yds.	Common Excavation	.74	72.37	
118.5	"	Solid Rock Excavation	1.80	213.30	
165.0	Lin. Ft.	12" Culvert Pipe	1.70	280.50	
111.48	Cu. Yds.	Class "A" Concrete	35.00	3,901.80	
4.0	"	Class "C" Concrete	30.00	120.00	
4,526	Lbs.	Metal Reinforcement	.10	452.60	
		Amount upon which Govt. does not cooperate		$ 5,040.57	5,040.57
		Construction Balance for Government Cooperation			$ 69,966.73
		10% for Engr. & Cont.			6,996.67
		Total for Government Cooperation			$ 76,963.40

Length of Project	7.75 Miles
Estimated Cost per Mile	
Federal Aid Requested	$38,481.70
State Funds Available	$44,026.33
Total	$ 82,508.03

Signed:

J. W. De Souza

Asst. Office Engr.

work has been

Voucher No...............

Payee must not use this space

U. S. DEPARTMENT OF AGRICULTURE

PUBLIC VOUCHER FOR CONSTRUCTION AND MAINTENANCE OF ROADS UNDER PROVISIONS OF THE FEDERAL AID ROAD ACT.

Appropriation..
(Payee will leave this line blank)

THE UNITED STATES

To...*Dr.*
(Insert official or depository named in project agreement)

Address..

....

Authority	Date	For the period		Articles or Services	Amount	
		From	To			

Account submitted for $..................

Differences..................

.... $..................

Approved for $ Signature..

....
Title of Approving Officer

Paid by check No. ...., drawn on the Treasurer of the United States, dated.............................. 191....,
to the order of the payee named at the top of this voucher, and in the title and amount thereof.

CERTIFICATE OF LABOR AND MATERIALS

Under Provisions of Federal Aid Road Act Approved July 11, 1916

Project No................... *State of*.................. *Fiscal Year*..................

Period from.................................... *to*.................................... *inclusive.*

I hereby certify that, in accordance with the laws of the State of .... and under the direct supervision of the State Highway Department thereof, labor and materials have been actually put into the road comprising the above numbered project, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in the quantities and to the amounts stated herein; that such construction of said project has been done in accordance with said plans and specifications; that no claim has been presented to or payment made by the United States for the labor and materials for which payment is claimed herein; and that the quantities and values of said labor and materials so actually put into said construction, in conformity to said plans and specifications, are respectively, as follows:

Total Work done to Date

25,000	Cu. Yds.	Common Excavation	$ .74	$ 18,500.00
4,000	"	Solid Rock "	1.80	7,200.00
20,000	"	Overhaul per 100 ft.	.05	1,000.00
1,500	Lin. Ft.	12" Culvert Pipe	1.70	2,550.00
100	Cu. Yds.	Class "A" Concrete	35.00	3,500.00
14.0	"	" "C" "	30.00	420.00
15,000	Lbs.	Metal Reinforcement	.10	1,500.00
360	Cu. Yds.	Rubble Masonry	12.00	4,320.00
		Total		$ 38,990.00
		Credit by work done prior to date of approval		5,040.57
		Balance		$ 33,949.43

CERTIFICATE OF LABOR AND MATERIALS—Continued

Total amount		$ 33,949.43
Pro rata share of the United States	50%	$ 16,974.71
Less amount to be withheld by United States until completion of project	$ 848.73	
Less previous payments by the United States	$	$ 848.73
Amount now claimed by the State to be due from the United States		$ 16,125.98

(Signed)..

(Title)..

(For)..
(Insert official name of highway department)

I certify that the construction work and labor herein above described have been inspected by me, or under my direction by an employe of the Bureau of Public Roads of the United States Department of Agriculture; that the same have been performed as claimed above, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in accordance with the rules and regulations made by him.

(Signed)..

(Title)..
Bureau of Public Roads, U. S. Department of Agriculture

91

Form PR 3.3 Accounts

ACCOUNTS OF

....

....

Department of Agriculture

INSTRUCTIONS

1. This form should be used by State Highway Departments in stating accounts for the pro rata share of the value of labor and materials payable by the United States on approved projects. *It must be rendered in triplicate.*

2. It must not be rendered at shorter intervals than one month except for final settlement, and must conform as to time of submission to project agreement.

3. The account must be made payable to the payee designated in the project agreement.

4. Under the heading "Authority," on first page, reference must be made to the project agreement.

5. Under the heading, "Articles or Services," on page 1, insert the words "as per statement within."

6. The accounting officers of the Treasury will not accept vouchers containing explanations, additions, alterations, or changes of any kind as evidence in supporting claims for payment except such as may be made by the claimants over their signature or initials.

7. The space after the certificate on page 2 is to be filled in by a statement of quantities and amounts corresponding to the customary monthly or final estimate, as the case may be, on construction work, and the State Highway Departments should have no difficulty in transferring the substance of their work estimates to the voucher.

8. Voucher, in triplicate, should be forwarded by the State Highway Department to the District Engineer of the U. S. Bureau of Public Roads.

126/

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads.
Oregon 26.

December 17, 1919.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Your preliminary plans on Oregon Federal Aid Project No. 26 received by this office on November 28, 1919.

We are recommending approval of the plans and specifications as submitted conditional upon receipt of the same in accordance with our standards. Our recommendation is dated November 28, 1919. All work done after that date may participate in Federal Aid.

If any work has been done prior to November 28th, the quantities thereof should be shown separately on the detail estimate and Federal Aid requested on the balance of the work only.

No Federal funds will be paid on the project until, or unless, the project agreement is signed by the Secretary.

Yours very truly,

J. A. Elliott

Acting District Engineer,

Noted
S.A.P.
[illegible]
Algoma Section

~~F P #~~
File with Pr Roads 2 b

November 21, 1919.

Mr. Oskar Huber,
222 Sherlock Building,
Portland, Oregon.

Dear Sir:

On account of the fact that final plans and specifications on the Prineville-Redmond Section of the McKenzie River Highway and the Algoma Section of the Dalles-California Highway have not yet been approved by the Bureau of Public Roads, I respectfully request that work on these sections be deferred until January 1.

The State Highway Drafting Department has been unable to complete the plans according to the requirements of the Bureau of Public Roads, although it was expected when contracts were awarded that we would be able to submit plans for approval before contractors were in position to commence work. Any work completed before plans are legally approved must be paid for entirely out of state funds, and this we are very anxious to avoid.

Preliminary projects statements have already been approved; therefore, there will be no question as to the final approval of the plans on your jobs.

Assuring you that your compliance with our request will be fully appreciated, I am,

Sincerely yours,

HERBERT NUNN,
State Highway Engineer.

By

Secretary.

HN:HI

P.A. 26.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. Engineering - Post Roads
Oregon 26

POST-OFFICE BUILDING
PORTLAND, OREGON

November 14, 1919.

Oregon State Highway Commission,
Salem, Oregon.

RECEIVED
NOV 15 1919

Gentlemen:

On November 3 the Secretary of Agriculture approved Oregon project No. 26, involving the improvement of 8.92 miles of the Dalles-California Highway in Klamath County, at an estimated cost of $160,806.80 and on which fifty per cent Federal Aid is requested.

The Secretary, however, made his approval subject to the condition that before the agreement is entered into, the record be supplemented by a county resolution appropriating specifically one-fourth of the estimated cost as shown by the agreement estimate.

Please furnish us, at your earliest convenience with triplicate copies of the resolution above mentioned, basing the amount upon the revised estimate made up with contract prices.

Yours fery truly,

C H Purcell

District Engineer.

ANSWERED
S. H. D.

Noted

State Oregon

Project No. 26
(Not to be filled in)

Form P R 1. 1
Bureau of Public Roads.
U. S. Dept. of Agr.

PROJECT STATEMENT
AS REQUIRED BY
FEDERAL AID ROAD ACT
APPROVED JULY 11, 1916

(Date) October 3, 1919

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Act, Chapter 175, Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road Algoma Section of The Dalles-California Highway
2. Located between Klamath Falls and Klamath Indian Reservation County of Klamath
3. Points of beginning and ending Begins approximately four miles north of Klamath Falls. Ends at south boundary of Klamath Indian Reservation.
4. Length in miles (gross) 8.93 (net) 8.92

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

5. Miles of project used as star route None; rural route None; miles over which there is a reasonable prospect that a mail route will be established None; miles over which there is no reasonable prospect shown that a mail route will be established 0.92, which is 100% per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1) Is a part of one of the most important State Highways

11. Improved roads adjacent or contiguous and type of each Connects at south end with section now being graded to State standards and surfaced with cinder macadam.

(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (a) trucks 4, (b) passenger motor vehicles 30, and (c) horse drawn vehicles 0

13. Local traffic, approximate average daily number of (a) trucks 0, (b) passenger motor vehicles 30, and (c) horse drawn vehicles 15

14. Description and present condition of traveled way Badly in need of regrading and surfacing

15. Proposed width of surfacing ....; feet between ditches ....; approximate maximum gradient .... per cent.

16. Proposed type of construction 16 .... 20 .... 5%

17. Location, nature, and extent of deposits of local materials suitable for use on this project Broken Stone or Cinder Macadam

(Where practicable show by distinguishing marks on sketch map)

Rock Quarry at Algoma. Cinders available by barging across Lake

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet ....

(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State of Oregon and County of Klamath

(State or (and) County)

20. Amount of funds which ~~are~~ will be available for construction: (a) State $40,201.70 and

(Amount) (Source; refer to statute)

(b) County such additional funds as may be required to complete project.

(Amount) (Source; refer to statute)

$40,201.70 or 25% of the total completed cost of project

21. Funds for maintenance to be provided by ....

(State or (and) County)

from the following sources: ....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

(b)

fr

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 7, Reg. 4)

Resolution of County Court of Klamath County appropriating County Funds attached.

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project Standard form of Contract and Contractor's Bond will be used.

25. Reconnaissance estimate of project:

Made by Engineering Dept. Date October 3, 1919.

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, % Rock				
	Sq. yds.	Surfacing of				
All Required		Clearing & Grubbing	Lump Sum		1,500	00
30,750	Cu. Yds.	Common Excavation		80	24,600	00
12,665	"	Solid Rock Excavation	2	50	31,662	50
10,500	"	Overhaul		05	525	00
102	Lin. Ft.	12" Culvert Pipe	2	25	229	50
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
132	"	18" Culvert Pipe	3	00	396	00
546	"	24" " "	4	25	2,320	50
68	"	30" " "	6	00	408	00
1,440	"	6" Porous Tile		35	504	00
51	Cu. Yds.	Class "C" Concrete	25	00	1,275	00
1	Only	Catch Basin	30	00	30	00
6,650	Lin. Ft.	Guard Fence	1	00	6,650	00
150	Cu. Yds.	Broken Stone Backfill	3	50	525	00
23,250	"	Surfacing	3	25	75,562	50

Length, 8.92 miles.

Cost, $18,027.66 per mile.

Subtotal,	$ 146,188	00
10% Engineering and Contingencies,	14,618	80
Total	$ 160,806	80

This estimate approved by: Roy A. Klein

(Title) Asst. State Highway Engineer

26. Amount of Federal aid desired $80,403.40
(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of the State of Oregon

29. Additional remarks

Surfacing.

Broken Stone or Cinder Macadam has been selected as the proper type of surfacing for this project for the following reasons:

1. Limited funds available and large mileage of roads demanding maintenance and improvement, eliminate paving from consideration on account of first high cost.

2. Increasing traffic, poor road soil conditions, wet Springs, and long dry Summers, make surfacing of some kind necessary.

3. Broken stone and cinder are best available road materials. Alternat bids will be received on the two types and award made to the lowest bidder.

Chairman
(Title of officer)

By W F Thompson

Commissioner
(Title of officer)

By

Commissioner
(Title of officer)

[illegible]

[illegible]

[illegible] September [illegible] 1919.

Court met pursuant to adjournment.

Present: [illegible] Judge,
[illegible]
[illegible] Commissioner.

WHEREAS, [illegible] County of Klamath, State of Oregon, in the amount of [illegible] in said Klamath County, State of Oregon, [illegible] General Laws of Oregon, 1919; and

WHEREAS, said bonds were sold [illegible] Highway, and [illegible] Highway.

THEREFORE [illegible] the said [illegible] Highway, between the City of Klamath Falls and the town of [illegible] in Klamath County, State of Oregon, be, and the same hereby is, appropriated [illegible]

That [illegible] of the improvement of the said Klamath [illegible] between the City of Klamath Falls and the town of [illegible]

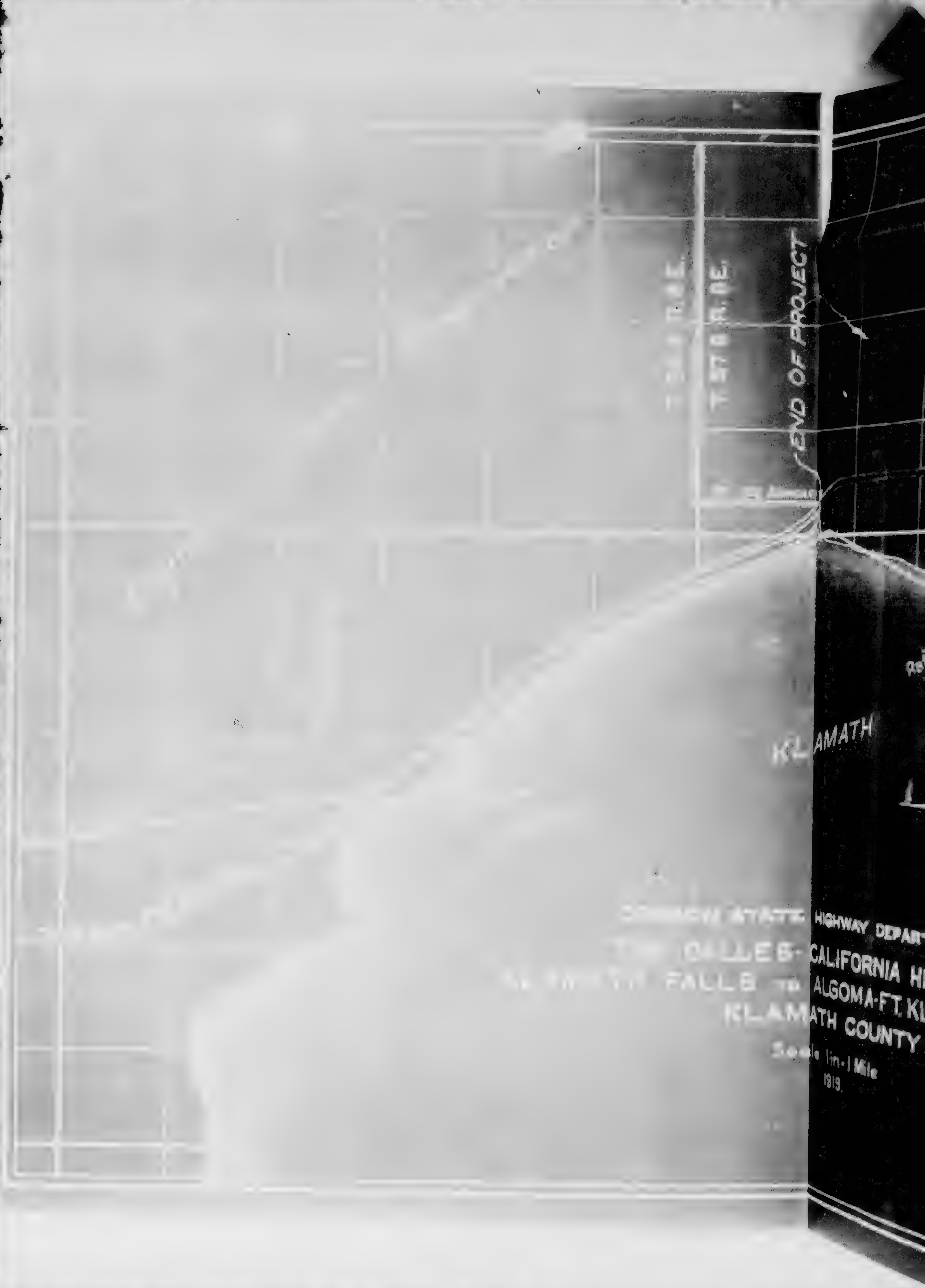
[illegible] the said Klamath Falls [illegible] State of Oregon [illegible]

Done this [illegible] day of September, 1919.

[illegible]

[illegible]

[illegible]


T.37 S. R.9E.
T.37 S. R.9E.
END OF PROJECT
KLAMATH
OREGON STATE HIGHWAY DEPART
THE DALLES-CALIFORNIA HI
KLAMATH FALLS TO ALGOMA-FT. KL
KLAMATH COUNTY
Scale 1in-1 Mile
1919.

END OF PROJECT
KLAMATH
ATE HIGHWAY
ES- CALI
TO ALG
AMATH
Scale

CONTRACT #228

PR 34 Merrill-California Line 1919-1922

228

December 14, 1922

United States Fidelity & Guaranty Co.,
c/o J. L. Hartman Co., Agents,
Chamber of Commerce Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway contract No. 228 for the construction of the Merrill-California Line Section of the Dalles-California Highway has been completed by the contractor, Oskar Huber, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 24, 1922.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there by any.

This notice is served upon you as surety on the bond furnished by said contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

JMcF:DM

J. P. KAVANAUGH

JAY BOWERMAN

BOWERMAN & KAVANAUGH
LAW OFFICES
907 YEON BUILDING
PHONE MAIN 670

PORTLAND, OREGON.

RECEIVED
OCT 2 1922
OREGON
STATE HIGHWAY COMMISSION

pf
34

September 30, 1922.

RAK
REFERRED TO
Commission
BY H. N.

Hon. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

There has been presented to me final estimate in payment to Oscar Huber on the Merrill-California section of The Dalles-California Highway, in which is an item of $1,007.50 for engineering expense made up of a number of items setforth on a sheet attached to the voucher.

I respectfully protest against this deduction on the following grounds:

1. No notice of intention to exact this or a similar penalty was ever given to the contractor;
2. Penalties of this character were not ordinarily exacted under contracts let at the time this contract was let;
3. The engineering charge on this section of the highway is less than any other job in Klamath or Lake Counties and is less than the average throughout the state on similar work for the period during which this work was being done, so that the Highway Department has not been injured in any way by reason of the delays; 5.8 %
4. The State has had the benefit of a very large amount of money which the Huber contracts have cost him in excess of what the State has paid;

It is respectfully submitted that Mr. Huber and his bondsmen should not now be further penalized on account of the above contract when the State has not been injured and no notice of intention to enforce this penalty was given and when similar penalties have not been enforced under similar contracts.

Yours respectfully,

JB:G

TABULATION SHOWING PROGRESS MADE ON GRADING JOBS IN KLAMATH COUNTY.

Job	Contract Time Limit	Date of Completion	Time Over-run	Engr. %
Algoma Section	8-31-20	9-27-21	1 yr. 26 da.	7.2%
KlamathFalls-Dairy Section	12-31-20	12-10-21	339 da.	5.9%
Klamath Falls-Merril Section	8-31-20	7-25-21	332 da.	5.6%
Merrill-California Line Section	8-31-20	5-17-22	1 yr. 286 da.	5.1%

The above are all Oskar Huber's jobs.

Barclay Springs-Lamm's Mill	8-15-21	8-8-21	0	4.6%

MERRILL - CALIFORNIA LINE Contract No. 228

12.8 miles of grading and surfacing.
Date of award ---------- November 4th, 1919
Contract date of Completion ----- August 31, 1920
Work begun ------- ------------- July 28, 1920

Grading work carried on from July 28th, 1920 to February 1921, averaging less than $3,000.00 per month.

Grading continued from May 1921 to the first of September. Total work done amounting to about $3,000.00.

Macadam work started September 1, 1921. All work completed May 17, 1922.

September 28th, 1920, Commission granted time extension to December 31, 1920.

June 28, 1921, Commission granted time extension to December 1, 1921. See Letter Mr. Klein to Oskar Huber March, 1921, and reply.

April 1, 1922, Commission granted time extension to June 1, 1922, with provision that engineering costs be charged to contractor from December 1, 1921 to June 1, 1920, excepting for days on which no work could be done on account of weather conditions.

Salem, O August 19, 1922

Oskar Huber,

Portland, Oregon.

To OREGON STATE HIGHWAY COMMISSION, Dr.

Engineering Costs on the Merrill-California Line Section of The Dalles California Highway from December 1st, 1921 to May 17th, 1922, excepting the time fromJanuary 20th to April 15th, during which time all work was shut down, due to weather conditions:

December 1921		
W. T. Daily, Resident Engineer December 1 to 31 - Full Month	@ $ 210.00	$ 210.00
F. M. Bodenhamer, Rock Checker December 1 to 31 - Full Month	140.00	140.00
C. G. Ekman, Rock Checker December 1 to 31 - Full Month	140.00	140.00
C. O. Bodenhamer, Chainman Dec. 15 to 18 & ½ day 14th 4½ mo.	100.00	14.52
K. A. Lawrence, Chainman, Dec. 13 to 15 3/31 months	100.00	9.68
January 1922		
W. T. Daily, Resident Engineer January 1 to 20, 20/31 months	210.00	135.48
F. M. Bodenhamer, Rock Checker January 1 to 20, 20/31 Months	140.00	90.32
G. C. Ekman, Rock Checker January 1 to 18, 18/31 months	140.00	81.29
April 1922		
C. G. Ekman, Rock Checker - Chainman April 16 to 30, 15/30 months	140.00	70.00
A. B. Jones, Rodman, April 16 to 30, 15/30 months	115.00	57.50
May 1922		
C. G. Ekman, Rock Checker May 7 to 17, 11/31 Months	120.00	42.58
A. B. Jones, Chainman, May 7 to 11, 5/31 months	100.00	16.13
		$ 1,007.50

The above amount is to be deducted from Contractor's estimate on contract 228, Job 18 PD

April 13, 1922

Mr. E. R. Hodgman,
Division Engineer,
Medford, Oregon.

Dear Sir:

Reference is made to Oskar Huber's request for an extension of time on the Merrill-California State Line Section.

The Engineer recommended and the Commission approved the extension of time on this project to June 1, 1922, with the provision that engineering costs be charged to the contractor between December 1st, 1921 and June 1, 1922, excepting, however, that time when the contractor was unable to work on account of the weather.

It is requested, therefore, that you keep a record of the time when the contractor was unable to work on account of theweather conditions and when the final estimates are submitted, please cover this matter in detail so that the proper deductions may be made.

Yours truly,

Secretary.

RAK:LM

cc. C. C. Kelley, Office.
cc. S. H. Probert, Office. ✓

FORM 8A 10M 3 22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. [illegible] BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Medford, Oregon,
July 22, 1922.

RECEIVED
JUL 24 1922
OREGON [illegible]

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. Probert.

Dear Sir:-

Reference is made to the Minutes of the State Highway Commission meeting of April 1, 1922, in which it states that Engineering costs in connection with the extension of time on Oskar Hubor's contract #228, Merrill-California State Line Section of the Dalles-California Highway, between December 1, 1921 and June 1, 1922 be charged to the contractor excepting the time when contractor was unable to work on account of weather conditions.

Enclosed I am forwarding a detailed statement, from Mr. Stebbins, of the Engineering costs during the time extension.

Very truly yours,

K E Hodgman

K. E. Hodgman,
Division Engineer.

Encl.

FORM 2A 10M-3-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.
July 3, 1922.

Mr. K. E. Hodgman, Div. Eng.
Medford, Ore.

Dear Sir:-

Replying to your letter of June 23rd in regards to Engineering costs between the dates of December 1st, 1921 and June 1st, 1922, on Merrill - California State line Section of the Dalles - California Highway.

Work on this section was shut down Jan. 20th, 1922, and re-opened April 15th, 1922. Weather condition were unfavorable for work during entire period between the above dates.

Work completed on May 17th.		
Engineering Costs April 15 to May 17th-		Does not take into account Engineering Costs Dec. 1. 1921 to Jan 20. 1922.
April pay roll distribution	$2[illegible].50	
May " "	20[illegible].[illegible]5	
	$[illegible].85	
Less time between May 17th and 31st on preparation of final estimate and records	156.13	
	[illegible]55.72	
Bill of R. R. R. Garage Month of April	22.50	Do not include
" " " " " " " " May 1 to 17th	6.00	
Rentals - Transit and Level for Month of April	3.50	
" " " " " " May	.50	
Ford Car #23 " " " April	6.00	
" " " " " " May	2.00	
Department invoice #1903 Casing for car 23	5.83	
	$[illegible]	

Very respectfully,

G. E. Stebbins
R.E.

Noted K. E. Hodgman.

August 4th, 1922.

Mr. Oskar Huber,
227 Sherlock Building,
Portland, Oregon.

PR #34

Attention Mr. Forse

Dear Sir:

Reference is made to your letter of August 3rd, making inquiry in regard to your final payment in connection with the Merrill - California State Line Section.

We have completed the checking of the final estimate quantities for this work, and have returned the final estimate to Resident Engineer Stebbins for confirmation of certain corrections. The revised estimate should be in this office within the next two or three days, and will be vouchered immediately after its receipt.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By
Office Engineer .

SHP:AP

OSKAR HUBER
GENERAL CONTRACTOR
227 SHERLOCK BUILDING
PORTLAND, OREGON

August 3, 1922.

AUG 4 1922

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Will you please advise us in what shape the finals on the Merrill-California State Line Section of the Dalles-California Highway is now in? This is your contract #228.

Very truly yours,

OSKAR HUBER,

~~Per~~ Force

CEF-F

ANSWERED
S. H. Probert

August 1st, 1922.

Mr. C. I. Stebbins,
Resident Engineer,
Klamath Falls, Oregon.

PR#34

Dear Sir:

We are today returning to you by express the final field data for the grading and macadamizing of the Merrill California State Line section, and we are enclosing herewith, copy of final estimate used by us in rechecking the final quantities.

We would be pleased to have you check over all of the changes and corrections which we have indicated on the estimate sheets, approving our figures, or supplying such data as may be necessary to support your figures. You will find the detail of all corrections indicated upon the cross section sheets and in the field notes. You will also find enclosed with the final field data a list referring to all discrepancies and points in question. Please supply data to satisfy all of the points mentioned in this list.

Kindly do not erase any corrections which we have made, or figures which we have inserted. If any of these are found to be in error, simply cross them out, showing your corrected figures in some distinctive color.

Please return to us all data which we are sending to you at this time.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By

OfficeEngineer

SNP:AP
Encl.
cc Mr. E. E. Hedgman, D. E.,
Medford, Oregon.

FORM 8A 10M-3-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]EON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 24 1922
OREGON
STATE HIGHWAY COMMISSION

Medford, Oregon,
June 23, 1922.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon,

PR # 34

Dear Sir:-

The Grading and Macadamizing of the Merrill- California Line Section of The Dalles-Califonia Highway, Contract #228, Contractor, Oskar Huber, is now complete and is ready for final payment.

Very truly yours,
K E Hodgman
K. E. Hodgman,
Division Engineer.

3% Retained 6/[illegible]
$ 3 [illegible]

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
MAY 6 - 1922
OREGON
STATE HIGHWAY COMMISSION

Date April 27, 1922

Job Name Merrill to California Li[illegible]

Week from

Highway Dalles-California.

Mail Address Merrill

County Klamath Job Prefix 18 [illegible]

Telegraph or Telephone Address Do.

Express and Freight Address Do.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Grading on this contract was completed into Merrill on April 20th.

Rock crusher plant started operation on April 13th. One day delayed on account of power being shut off. One half day delay on 20th account of broken shaft. Plant has been averaging slightly below 200 yards per dayup to the present time. There has been shortage of labor in quarry, If this was remedied plant would make slightly better than 200 yards average per day. Considerable patching has to be done between [illegible] Point and Merrill due to bad sub grade conditions. (This is section trucks are hauling over at present time)

Sprinkling - State Equipment -

Had considerable delay on this work last week due to mechanical trouble with pump and truck. Watering was falling behind and found it necessary to put on 2nd tank truck for few days and obtain water from City of Merrill, this difficulty has been over come and 2nd tank truck will be laid up again Saturday night.

Bridges-

At station 1590- (about one mile east of Malin) foreman and 5 men started work on construction of 68 foot Timber bridge on April 17th have all concrete placed in abutments and pedestals and started placing deck today. Structure will be complete about May 7th.

K.E.H.

Signed

Title Res Eng

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 12.8

Miles completed 12.8

Miles completed except finishing

Miles covered by contractor's forces

Miles cross-sectioned

Miles cross-sections completed and checked 12.8

Miles to be remeasured

Number men in Engineering Party 1

Contractor's average force for week 8 *men,*

3 *teams,* *steam shovels*

Grading work will be completed about April 20

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 12.8

Miles completed 12.0

Miles partially done

Average daily yardage placed this week 180

Average daily yardage necessary to complete on time 100

Contractor's average force for week 28 *men,*

2 *teams,* 4 *trucks*

Percentage of total required yardage now in place 95

Surfacing will be completed about May 15

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

Other jobs *Percentage*

PR
34

April 18, 1922

Mr. E. N. Hedgman,
Division Engineer,
Medford, Oregon.

Dear Sir:

Reference is made to Oskar Huber's request for an extension of time on the Merrill-California State Line Section.

The Engineer recommended and the Commission approved the extension of time on this project to June 1, 1922, with the provision that engineering costs be charged to the contractor between December 1st, 1921 and June 1, 1922, excepting, however, that time when the contractor was unable to work on account of the weather.

It is requested, therefore, that you keep a record of the time when the contractor was unable to work on account of theweather conditions and when the final estimates are submitted, please cover this matter in detail so that the proper deductions may be made.

Yours truly,

Secretary.

RAK:LM

cc. C. C. Kelley, Office.
cc. S. H. Probert, Office.

R

March 20, 1922.

United States Fidelity and Guaranty Company.
c/o J. L. Hartman & Co., Resident Agents,
Chamber of Commerce Bldg.,
Portland, Oregon.

Gentlemen:

The purpose of this letter is to advise you of the intention of the Highway Commission to release to Oskar Huber all but 5% of the money due him on our contract No. 228, which is more definitely described as the Merrill - California Line Section of the Dalles California Highway in Klamath County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

by

Secretary.

Dict.by H.T.Saunders.

FORM 5A 10M-9-21
R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

ANSWERED
HERBERT NUNN

OREGON STATE HIGHWAY COMMISSION

SALEM

Klamath Falls, Ore.
Dec.6,1921.

Mr.Herbert Nunn,
State Highway Engineer,
Salem,Ore.,
Dear Sir:-

Your attention is called to Exhibit "A" Revised Specifications For Broken Stone Surfacing, on the Merrill - California Line Section of The Dalles California Highway.

These specifications call for a thickness of four inches over that section of the project which is already surfaced with cinders. Due to lack of maintenance for several years and increased heavy truck-haul, the cinder base is most worn away. I fear that after scarifying and reshaping is accomplished, the value of the cinders as a base will be almost a minus quantity. You will remember also that our grade line along this particular section is quite low and that the surrounding country is irrigated. Also there are several places where irrigation ditches are crossed that new fill approaches will have to be constructed. Upon these new fills a full eight inch course will be necessary.

I am advised that the Bureau of Public Roads demand that the four inch course be constructed of material, the maximum size of which shall be one inch. Also that the contractor will insist upon an increase of 50¢ per cu.yd. for such material, over his unit price for other material.

Due to the above facts it is my recommendation that a six inch course consisting of two three-inch courses be substituted for the four inch course, with permission to use eight inches on new fills. I believe that the extra cost due to increased thickness would be no more than would be the extra cost resulting from an increase in unit price and I believe the former will make the better road.

Please advise immediately as we will soon be working upon this section.

Yours truly,
E.D. Bishop
Division Engineer.

EDB:

RECEIVED
DEC 12 1921

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. I.

IN YOUR REPLY PLEASE
REFER TO FILE No......

POST OFFICE BUILDING,
PORTLAND, OREG.

December 12, 1921.

DEC 19 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. C. C. Kelley.

Dear Sir:-

We are in receipt of your letter off the 9th enclosing correspondence with the Oskar Huber Company regarding extra compensation for the proposed change in size of surfacing material on that portion of Federal Aid project No. 34 which is already surfaced with cinders.

We have carefully considered the contractor's claim that the change will make a difference of 30 cents per yard in the cost of construction. This claim is positively absurd and will not bear analysis.

On October 25th they wrote you a letter in which they stated that the loss in volume of a crusher run product over the two course method would be approximately 20% and that the cost of production amounts to $1.25 per cu.yd., from which would be deducted 4 cents per yard for the saving in spreading. On November 12th they wrote you they had not understood that all material was to be crushed to 1" maximum size and proposed to do the work in that manner for an additional 9 cents per yard bringing the total additional cost up to 30 cents per yard.

The total amount of surfacing involved in this controversy is approximately 3600 cu.yds.. By the terms of the specifications forming a part of the supplementary agreement, one-half of the product is required to be crushed to a maximum size of 1" so that the extra work involved is the re-crushing of the remaining half of the material from a maximum size of 1½" to a maximum size of 1". The loss in volume will amount to about 20% of this amount of stone, necessitating the quarrying and handling of extra material in the amount of 20% of 1800 cu.yds. or 360 cu.yds. extra material.

Granting that the cost of production is $1.25 per yd, as they claim, the extra cost will be 360 times $1.25 or $450.00. Additional cost of crushing 3600 cu.yds. @ 9 cents per cu.yd., as proposed in their letter of Dec. 3d, = $320.00, making a total amount of $774.00; less saving in spreading, one man, team and grader 20 days at $8.00, as stated in their letter of October 25th, $160.00, leaves a total extra cost of $614.00.

Total extra cost	$614.00
20% profit.......	122.80
Total	$736.80

or 20½ cents per cu.yd. for 3600 cu.yds. of material furnished, using their own figures as a basis of computation.

We believe, however, that $1.25 per cu.yd. is more than it will actually cost to quarry and handle the stone. The actual cost would probably be nearer $1.00 per cu.yd.

We believe, therefore, that the contractor is entitled to extra compensation for surfacing between Stations 989 and 1171 with crusher run material of a maximum size of 1" laid in one course, not to exceed 20 cents per cu.yds. for 3600 cu.yds. or a total of $720.00, and believe that an agreement can be reached with him on this basis. If not, it would be better not to surface the cindered portion of the road at all under this contract but to merely re-shape the existing surface and let it go until such time as a contract is awarded for the section of highway from the town of Merrill to the south end of Federal Aid project No. 31, when by including this section in the same project a lower unit price can probably be obtained than under the present contract.

The contractor is now over 15 months behind on his time of completion and our files do not show that any extension has been granted. Therefore it seems that the State would be well within its rights in cancelling any part or all of the present contract.

Yours very truly,

District Engineer.

OSKAR HUBER
GENERAL CONTRACTOR
227 Sherlock Building
PORTLAND, OREGON

11/21/21

PR 3

RECEIVED
NOV 22 1921
STATE HIGHWAY ENGINEER

Mr. Roy A. Klein,
Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

We have for acknowledgement your letter of November 18th in reference to a claim of S. H. Griffith of Merrill, Oregon and we are forwarding your communication with that of Mr. Griffith to our Klamath Falls cashier. Upon receipt of a reply from him we will advise you further.

Yours very truly,

OSKAR HUBER

By

CEF-G

PR
34

October 5, 1921

Mr. Oskar Huber,
[illegible] Sherlock Building,
Portland, Oregon.

Dear Sir:

I am returning herewith executed copy of supplementary agreement for contract No. [illegible] described as the Merrill-California Line Section of The Dalles-California Highway in Klamath County.

Yours truly,

Secretary.

DAK:LM

September 29, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

PR #34

Dear Sir:

Please recall our telephone conversation of the 27th regarding the specifications for surfacing over certain portions of the Merrill-California Section of the Dalles-California Highway (Oregon Federal-Aid Project No. 34) where the old road has been temporarily surfaced with cinders. This matter was also discussed in your letters of September 20th and 24th and our letter of September 21st.

We now understand the method of procedure as agreed upon between ourselves, to be as follows: cinders to be topped out with 4" stone. Stone to be laid in two courses and base course to be 2" in thickness; dimensions of stone of 1½" circular down to 1" or 3/4", base course adequately filled with binder to be bladed, watered and rolled before placing the top course. Top course 2" in depth and to be made of stone from from 1" or 3/4" down to dust and to be watered and rolled.

It is thought that this method will require no change in the revised specifications nor adjustments with the contractor for manufacturing a smaller sized stone than is specified.

Will you kindly confirm this arrangement by letter?

Respectfully,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CGK:IM

cc. R. B. Bishop, Division Engineer, Klamath Falls, Oregon.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

September 24, 1921.

SEP 26 1921
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Referring to your letter of September 21 regarding specifications for the surfacing of Oregon Federal Aid project No. 34, copies of which have been received by us and reviewed by our engineers, we believe there has been some misunderstanding on your part as to our attitude in regard to the use of 1½" maximum size material over that portion of the project now surfaced with cinders.

On July 18th you forwarded us blue print copies of the specifications which you proposed using as a basis of a supplementary agreement with the Contractor which clearly provided that for the four inch surfacing the stone should all pass a one inch circular opening. This was agreeable to us and as it was submitted nearly a month after the conference between engineers of this Bureau, The State Highway Department, and the Contractor's representative, we assumed it to be the basis of the supplementary agreement. The specifications now submitted provide for the use of 1½" stone in the four inch surfacing which does not meet with our approval, as former experience has proven stone of this size to be undesirable for a wearing surface.

We therefore request that you make such arrangements as may be necessary for constructing this section in accordance with the provisions of the specifications submitted on July 18th.

One of our engineers has just returned from an inspection of this project and reports that no work has been done over the cinder section, the crushing plant for this end of the job being still in course of erection, so that any necessary adjustments with the contractor need not cause any delay.

Yours very truly,

C H Purcell

District Engineer.

September 23, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

File PR-34

Dear Sir:

Herewith we are returning a copy of supplementary agreement on the Merrill-California Line Section, Oregon Federal Aid Project No. 34.

This copy has been certified in accordance with your request of the 22nd inst.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,

ETH

Enc.

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

September 22, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We have your letter of September 21 regarding Oregon Federal Aid project No. 34 and enclosing copies of supplemental agreement.

Ret'd [illegible]

One of these copies should be certified and we are enclosing a copy for that purpose. As to the discussion regarding the maximum size in the 4" surfacing over the old cinder base, we will defer discussion until the return of one of our field engineers who is now on the ground making an inspection.

Yours very truly,

C L McKesson

Acting District Engineer.

Sept. 21, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

PR#34

Dear Sir:

We refer to your letter of September 20th in regard to specifications for the surfacing of Project No. 34.

The suplementary agreement with contractor Huber covering the change in surfacing specification was signed by the State Highway Commission yesterday, and copies are going forward to you to-day as per our letter of July 18th. At the time our letter was written, we did not anticipate so great a delay in getting the agreement executed; otherwise we would have supplied you with copies of the final revision of specifications without waiting for the execution of the agreement.

When the final revision of specifications was prepared, it was my understanding that all changes from the first draft of the revised specifications, copies of which were furnished you in blue-print forms, had been discussed over the phone by our Mr. Kelly and your Mr. Mc Kesson, and that Mr. Mc Kesson was agreeable thereto. If the use of a two course surfacing consisting of material up to 1½ inches in the base and up to 1 inch in the top was not acceptable to Mr. McKesson for use on the four-inch surfacing to be placed over the old cinder surfacing, Mr. Kelley must have received the wrong impression, as the object of the telephone communication was to insure that the final specification would be acceptable to your Bureau.

Not knowing to what extent the work on the cindered portion of the project has progressed, we are in doubt as to whether we should now order the contractor to change to a 1 inch maximum for base course material for the portion of the work concerned, thinking that it may now be too late to be worth while. As you have recently made an inspection and are better informed as to the situation, we would be pleased to have your opinion as to whether or not such action should be taken. You will understand that such a change will necessitate some kind of an adjustment with the contractor, and, therefore, unless you consider the use

C. H. Purcell - 2

of the one and one-half material in the two inch base course particularly detrimental to the final result, we hope that you will not insist upon the change.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SH:EB

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No......

September 20, 1921.

RECEIVED
SEP 21 1921
STATE HIGHWAY ENGINEER

PR #34

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We have not as yet received copies of the Revised Specifications for surfacing on Oregon Federal Aid project No. 34 referred to in your letter of July 18th. These should be supplied at once as it will be necessary to forward them to the Washington Office for final approval.

At the time of a recent field inspection our representative found a specification in the possession of the Resident Engineer which differs from the blue-printed specification which you furnished us on July 18th in that it provided for 1½" crusher run in the four inch course on the section which has an existing cinder surfacing. The specification furnished this office calls for 1" crusher run in this 4" wearing surface and we believe this maximum size of one inch should be adhered to. Experience on many of our other projects has proven the undesirability of 1½" stone in a wearing course.

Mr. Kelley called up on July 27th and stated that the contractor wanted some additional compensation for crushing to 1" and was advised that we are in favor of using the 1" maximum size material even if some adjustment had to be made. He agreed with us as to the desirability of using the finer material.

Sept, 21, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-34

Dear Sir:

Herewith we are sending you four copies each of supplementary agreement made with Oscar Huber relative to surfacing on the Merrill-California Line Section, Oregon Federal Aid Project No. 34.

Previous sending of copies of this agreement has been impossible owing to the fact that signatures of the Highway Commission were just secured at yesterday's meeting.

We are also enclosing herewith six copies of revised estimate which we would request be substituted for the project agreement estimate now in force. You will note that no changes in funds are involved.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza.

ETH

Enc.

agreement in contract

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

POST OFFICE BUILDING,
PORTLAND, OREG.

August 25, 1921.

OTED
H.N.

PR#34

State Highway Commission,
Salem, Oregon.

Gentlemen:-

For your information we are enclosing copy of a recent inspection report on Oregon Federal Aid project No. 34.

Referring to comment on equipment for watering sub-grade, it is requested that sufficient trucks and storage tanks be provided to prevent any delay in the work.

Yours very truly,

District Engineer.

Oregon
34
One

District Engineer, Portland, Oregon. August 25, 1921.
xxxxxxxxx
xxxxxxxx
xxxxxxxxx

The DallesCalifornia Hwy., Merrill-California Line
Klamath

August 23, 1921.
C. L. McKesson
Senior Highway Engineer.

Inspection made with W. T. Dailey, Res. Engineer, State Highway Department.

Project consists of 12.8 miles of grading and crushed stone surfacing.

Equipment not previously reported:- One crushing plant with #5 gyratory crusher and 24" Symons disc crusher; 2 ten ton rollers.

Working force:- About 15 men.

Work in progress:- Quarrying rock and completing crushing plant.

Work done to date:-
Grading completed.
Structures completed.
Surfacing:- Not started.
Fully completed road:- None.

Materials:- Those in use have been tested.
Quality good.
Supply:- Adequate, quarry half mile from Malin on project.

Quality of work:- No surfacing laid yet.

Rate of progress:- Slow.

Recommendations and Remarks:- Quarry opened up near Malin shows considerable good rock and some soft rock which will have to be rejected. One 800 gallon water tank operated by state is on project watering subgrade. It will be necessary to operate this small truck at least two shifts to secure sufficient water. A water tank for loading will be necessary to avoid half hour delay in pumping each load. Grade built last year and is rough; considerable subgrading will be necessary. Plant found to be equipped with 1½" and three fourths inch circular screens. Resident Engineer advised that change to 1" will undoubtedly be necessary to make specified amount of top course.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

July 6, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

On June 28th we transmitted to you a memorandum of a conversation in our office regarding a proposed change in the type of surfacing for Oregon Federal Aid project No. 34.

Our representative has just returned from a field inspection of the above project. He recommends that the section to be surfaced with gravel be extended so as to include all the project between Station 989 and 1171 instead of ending at Sta. 1079 as stipulated in the contract. He further recommends that the present cinder surface on the above section be lightly scarified and re-shaped and then surfaced with gravel Or Rock, all of which will pass a 1" screen, to a total thickness of 4" loose measure or about 20 cu.yds. per station.

The amount of gravel provided in the contract will cover all the portion now surfaced with cinders if spread in this manner to a thickness of 4".

This would reduce the amount of crushed rock required by about 3,000 cu.yds., effecting a saving of over $10,000 for the entire project.

If the contractor desires to substitute four inches of crushed stone for gravel between Station 989 and Station 1171, we would request

#34 [illegible]

that the revised specifications be so drawn as to provide that the material shall consist of run-of-crusher stone, all of which will pass a 1" circular opening, to conform with the top course of the remainder of the project.

Or rock

Yours very truly,

CHPurcell
District Engineer.

SHP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST-OFFICE BUILDING
PORTLAND, OREGON

June 28, 1921.

MEMORANDUM of a conference regarding Oregon Federal Aid project #34. Present:- Mr. Dunn of the Oskar Huber Co., Mr. Bishop, Division Engineer of the Oregon State Highway Department, Mr. C. H. Purcell and myself.

The contractor proposed to substitute the broken stone type of construction instead of the water bound macadam type.

We advised Mr. Bishop that this type of construction would be satisfactory to us on the following basis:-

All stone in base course to be crushed to pass a screen having 1½" circular openings and to be retained on a screen having 1" circular openings. The top course to consist of material passing a screen having 1" circular openings, down to and including screenings and stone dust. The material to be placed in courses, utilizing the entire output of the crusher between the sizes above given. The contractor to keep in operation continuously one ten-ton roller on sub-grade, base and surface. The State to furnish watering equipment and to keep sub-base and surfacing material sprinkled. The base is to be filled with sand by the contractor on a contract basis. Where material is obtained along the roadside and it is impossible to measure the yardage of filler placed, the Engineer will keep track of labor used in handling the filler and compute yardage on the basis of cost to contractor plus 10%.

Mr. Bishop and Mr. Dunn agreed to the foregoing conditions and Mr. Bishop is to have a supplementary agreement prepared. The contractor is to be paid for crushed stone at contract price bid for crushed stone in water bound macadam.

C. L. McKesson
Senior Highway Engineer.

PR
34

make Summary

OREGON STATE HIGHWAY COMMISSION

Klamath Falls, Oregon,

December 17th, 1920.

DEC 20 1920

Mr. Herbert Nunn,

State Highway Engineer,

Salem, Oregon.

Dear Sir:-

The contract for the Merrill - California Line Section of the Dalles California Highway was awarded to Oskar Huber on November 4th, 1919. The date of completion was stipulated to be August 31st, 1920. The bulk of the grading has been completed but to date there has been no preparation made for macadamizing.

~~The contract calls for 26,750 cubic yards of macadam.~~

Ordinarilly macadam cannot be laid to advantage in this section after November 15th. In fact Mr. Huber requested permission which was granted, to suspend his operations here the 15th of last month. It will therefore be seen that November 15th, 1921 should be used for the time limit for the completion of this job.

The contract calls for 26,750 cubic yards of macadam. Estimating the average output to be 150 cubic yards a day for twenty four working days per month, the date of beginning will have to be seven and one half months before the date set for completion, or April 1st. It took Mr. Huber on an average of two months, the past season, to install crushers and erect bunkers. Using this as a basis for next years operations it will readily be seen that this phase of the work should start not later than Febuary 1st, 1921.

I am informed by Mr. Huber's local superintendant, that he has no crusher available in Klamath Falls for this work.

It is my reccomendation that unless work is not actually under way by the first of Febuary, the contract with Mr. Huber be cancelled and that he be notified of the department's intentions.

From my knowledge of the the Huber Company's equipment and methods I am very skeptical of his ability to complete this work on time. I am enclosing herewith some data on his 1920 operations in Klamath County as compiled by the Resident Engineer. Please return this data when it has served its purpose.

Yours truly,

E.B. Bishop

Division Engineer.

Encl.

PR 34

OREGON STATE HIGHWAY COMMISSION

October 25, 1920

P. R. 31

Mr. Oskar Huber,
227 Sherlock Building,
Portland, Oregon.

Dear Sir:

Regarding the surfacing on the Merrill-California Line Section of The Dalles-California Highway in Klamath County, our original proposals contemplated the placing of 3650 cubic yards of run-of-bank gravel on the section immediately south of Merrill.

I understand that your representative at Klamath Falls, after examining the possible sources of supply of run-of-bank materials, has decided that it was better to place broken stone macadam instead of the run-of-bank gravel.

This arrangement is satisfactory to this Department, and if this is your intention you will please confirm by letter in order that the matter may be taken up with the Bureau of Public Roads for their approval.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:MM

cc. Mr. E. B. Bishop, Division Engineer, Klamath Falls, Oregon.

OREGON STATE HIGHWAY COMMISSION
Klamath Falls, Ore.

Sept. 20, 1920.

File F.A. #34

Mr. C.C. Kelley,

Asst. Hwy. Engineer.

Salem, Ore.

ANSWERED
C. C. KELLEY

Dear Sir:-

You will no doubt recall that on the first three and four tenths miles of the Merrill - Calif. Line Sec. of the The Dalles - Calif. Highway is a combination of broken stone and cinder macadam. This macadam is at present in good condition and will withstand present traffic with very little maintenance for several years to come.

Due to raising the grade line thru irrigated fields on both the Klamath Falls - Merrill and the Merrill - Calif. Line Sections, our finished roadway will cost in the neighborhood of twenty thousand dollars more than the preliminary estimate. Inasmuch as this amount of money could be be saved by eliminating the three and four tenths miles mentioned above, it is my reccomendation that this be done.

This should not materially effect the contractors unit price on the balance of the macadam as the first one and eight tenths miles were contracted for on a gravel basis. I might also add that the date of completion was supposed to be Aug. 31, 1920 and I have seen no request for an extension of time.

There is a section of approximately three miles north of Merrill which is not covered by contract and this could be included in some future contract with that portion which I seek to eliminate.

Also this county will ask for heavy appropriations from the state this year and it is my idea that there are other roads in the county that need the improvment much more than this section immediately south of Merrill.

Respectfully
E.B. [illegible]
Div. Engr.

Sept. 30, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File FR-34

Dear Sir:

Herewith we are sending you four copies of voucher in the amount of $ 3,303.63, covering work done from July 28th to Sept. 10th, 1920, on the Merrill-California Line Section, Oregon Federal Aid Project No. 34.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

F, 34

By

Office Engineer.

Dictated by J. W. DeSouza,
ET
Enc.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Klamath Falls-Calif. Line **Date** July 17, 1930

Week from July 10 **to** July 17

Highway Dalles-California **Job Prefixes** 18 PC - 18 PD
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Klamath

Survey will be completed about **Number in party** 3

Camp location

Mail address Klamath Falls - Box 505

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

18 PC Sub-contractor Moorman has worked steadily on section 530-626 and has this section two thirds completed. The trucks hauling gravel have been working double shift this week but were forced to shut down this afternoon on account of the poor quality of gas furnished by the contractor. A shutdown for a half day on July 15 was also ordered because of insufficient watering of subbase on account of one pump being damaged.

18 PD The grading of this section has been sub-let by Oskar Huber and the subcontractor is supposed to start work at the Calif. line next week.

NOTED
E. B. Bishop

Signed W. J. Daily

Title Res Engr

FORM 5A [illegible]

S. BENSON, PORTLAND, CHAIRMAN
R. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

P R
3x

Klamath Falls, Ore.

July 8th, 1920.

File: 18 P D

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.,

Dear Sir:-

The date of completion of the Merrill-Calif. Line Sec. of the The Dalles California Highway is Aug. 31, 1920 and to-date there has been no work of any nature done.

It is the contractors intention to do no macadamizing on this section until such time as he is through with the rock-crusher now on the Dairy Sec. but which is not in operation as yet.

If this plan is followed it will mean that the date of completion of the Merrill-Calif. Line Sec. will be about July 1st, 1921, basing the output of the crusher at two hundred cubic yards per day for twenty-six days in the month.

Yours truly,

E. B. Bishoff

Division Engineer.

[illegible]

BAR/

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

June 25, 1920.

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 34.

State Highway Commission,
Salem,
Oregon.

Gentlmen:

We are sending you undersseparate cover one set of plans for Oregon Federal Aid Project No. 34, approved by the Secretary April 22, 1920.

Yours very truly,

C H McKesson

Acting District Engineer,

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO.1.

June 3, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

The project agreement and certificate to cover Oregon project No. 34, has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

leb-lba.

Assistant in Road Management.

Noted

Enclosures.

Form P. R. I. 2

State Oregon

Project No. 34

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

PROJECT AGREEMENT

Memorandum of agreement made this 25th day of May 1920,

by and between the State Highway Commission of Oregon, constituting

for the purpose hereof, the Highway Department of the State of hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 15th day of September 1919 a project statement, which was approved by the Secretary on the 3rd day of November, 1919 for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 22nd day of April, 1920, and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of sixty-three thousand, five hundred and sixty-nine and 49/100 dollars ($63,569.49) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (a) By the State **Sale of Bonds authorized by Legislature under Chapter 175, Laws of 1917, to meet Federal aid offered.**
By act of the Legislature of (date and citation), appropriating dollars.

* (b) By the County of **Klamath, in accordance with resolution of March 3, 1920, by the County Court of Klamath County, appropriating $31,784.75, and any additional sum necessary to meet the County's share of the cost of the project.**
By tax levy or bond issue authorized by act of......................(date and citation).

* (c)

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between **the east town line of Merrill at survey station 989+00 and a point on the Oregon-California State line, at survey station 1664+87.5,** terminal points, a distance of **12.80** miles, known locally as the **Dalles-California Highway, Merrill-California Line Section, Klamath County.**

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of **sixty-three thousand, five hundred and sixty-nine and 49/100** dollars, certified to the Secretary of the Treasury as above mentioned, being **fifty** per cent of **one hundred and twenty-seven thousand, one hundred and thirty-eight and 99/100** dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ....~~

~~.. (Official or depositor.) ~~

~~hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... (State or county.) of .... (Name.)~~

STRICKEN OUT

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer, Salem, Oregon
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of
(State or county.)

Oregon
(Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2, of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

~~Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .... (Include reference to statute making appropriation and probable amount annually available.)~~

STRICKEN OUT

~~The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....~~

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 22nd day of April, 1920.

State Highway Commission of Oregon
(Official title of Highway Department.)

By S. Benson
Chairman, State Highway Commission.
(Title of officer.)

By ....
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By Ed. E. Kiddle
Member, State Highway Commission.
(Title of officer.)

By ....
(Title of officer.)

By ....
(Title of officer.)

By ....
(Title of officer.)

[SEAL.]

C. F. Marvin
Secretary of Agriculture.

CMB

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JUN 1 1929
U.S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between the east town line of Merrill at survey station 989+00 and a point on the Oregon-California State line, at survey station 1664+87.5 locally known as the Dalles-California Highway, Merrill-California Line Section, Klamath County and designated in the records of this Department as Project No. 34, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $127,138.99 as the total estimated cost of said project, and the sum of $63,569.49 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 22nd day of April one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

C F Marvin
Secretary of Agriculture.

Filicinal P.R.#3d

P.R.a

March 16, 1920.

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Attention: Mr. McKesson.

Dear Sir:

When Mr. McKesson was in our office a few days ago he stated that plans for the 4 x 10 box culvert in connection with one of our projects had not yet been submitted for approval by your office. As we are unable to locate a culvert of this size ~~connection~~ upon any of our project plans we would request that you supply us with the names of the project and the station at which this culvert occurs.

Mr. McKesson also asked us to submit our detailed estimate to be used as a basis for the project agreement for Federal Aid Project No. 34. In this connection I have to advise that our detailed estimate for this project was submitted on November 13, 1919, and no change is contemplated at this time in the estimate as submitted on that date. If you find that you have no copies of this estimate in your files, we will be glad to supply additional copies.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

by

Office Engineer.

SHP/h

F.A. #34

RESOLUTION

WHEREAS, the State of Oregon, by its State Highway Commission, and the Federal Government, by and through its Bureau of Public Roads, have designated for improvement that certain section of highway in Klamath County, known and designated as the Merrill-California Line Section of The Dalles-California Highway, which said section of highway is to be improved as a post road project; and,

WHEREAS, the cost of improving and constructing said section of highway, which said cost is estimated to be of the sum of $127,138.99, is to be borne proportionately by the Federal Government, the State of Oregon and the County of Klamath, in the following proportionate amounts: Fifty percent of the estimated cost of said improvement to be paid by the Federal Government; twenty-five percent by the State of Oregon, and twenty-five percent by the County of Klamath; and,

WHEREAS, the improvement of said section of highway as contemplated, will be of special benefit to Klamath County; and,

WHEREAS, it appearing to the County Court of Klamath County, that there should be at this time appropriated out of the ______________________ funds of the County, a sufficient amount to pay Klamath County's proportionate amount of the costs of said improvement;

THEREFORE, be it, and it is hereby resolved by the County Court of Klamath County, sitting at this time as a County Court for the transaction of County business, that Klamath County does hereby approve of and accept the proposal to improve and construct the said section of highway herein designated for improvement as a post road; and said County hereby obligates itself to pay its just proportionate share of the total completed cost of the improvement of said section of highway, which said total cost is estimated at the sum of $127,138.99.

And be it resolved that there be, and there is hereby set aside, and appropriated out of the ______________________________ funds of the County, the sum of Thirty-one thousand, seven hundred and eighty-four and 75/100 Dollars ($31,784.75), to be used and applied on the cost of said improvement.

And be it further resolved that should the final cost of said improvement exceed the said estimated cost of $127,138.99, then the said Klamath County does hereby obligate itself to pay its just proportionate share of the ultimate cost of said improvement over and above the said estimated cost.

Be it further resolved that this resolution be entered in the County Court Journal, and that a duly certified copy of this resolution be delivered to the Federal Government by delivering the same to its Bureau of Public Roads, and that a like copy be delivered to the Oregon State Highway Commission, the delivery and receipt of which said copies shall be deemed sufficient to authorize the improvement of said section of highway, and shall thereby become a binding obligation on the County of Klamath for the purpose and to the extent therein stated.

Dated this ______________ day of ____________________ 1920.

____
County Judge

____
County Commissioner

____
County Commissioner

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads
Oregon 34

POST-OFFICE BUILDING
PORTLAND, OREGON

November 14, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

On November 3 the Secretary of Agriculture approved Oregon project No. 34, involving the improvement of 13.15 miles of the Dalles-California Highway in Klamath County, at an estimated cost of $146,234.00 and of which fifty per cent Federal aid is requested.

The Secretary, however, made his approval subject to the condition that before the agreement is entered into, the record be supplemented by a county resolution appropriating specifically one-fourth of the estimated cost as shown by the agreement estimate.

Please furnish us, at your earliest convenience, triplicate copies of the resolution above mentioned, basing the amount upon the revised estimate made up with contract prices.

Yours very truly,

District Engineer.

ANSWERED
S. H. Probert

Noted

RECE
NOV 1

P.R. #34

November 13, 1919.

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads.
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are sending you herewith the detailed estimate for Federal Aid Project No. 34. This estimate is based upon contract prices, and is the estimate we desire to have used as the basis for the project agreement. Although this project is already under contract, construction will not be started until July first, 1920, and we desire to have you cooperate on this job from funds available during the fiscal year 1921.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-JM

Noted [illegible]

OREGON STATE HIGHWAY DEPARTMENT

OREGON FEDERAL AID PROJECT #84

Detailed Estimate Based Upon Contract Prices And To Be Used As Basis for Project Agreement

- - - - - - - - - -

GRADING AND MACADAMIZING THE MERRILL-CALIFORNIA LINE SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

- - - - - - - - -

Salem, Oregon, November 12, 1919

Quantity		Item	Unit Price	Amount
23,837	Cu. Yds.	Common Excavation	$ .50	$11,918.50
223	"	Solid Rock Excavation	1.90	423.70
340	Yd. Sta.	Overhaul	.05	17.00
444	Lin. Ft.	12" Culvert Pipe	1.50	666.00
214	"	18" " "	3.30	706.20
104	"	24" " "	4.50	468.00
30	"	30" " "	5.75	172.50
170	"	36" " "	6.75	1,147.50
21	Cu. Yds.	Class "B" Concrete	33.00	693.00
97	"	Class "C" Concrete	26.00	2,522.00
340	Lin. Ft.	Wood Guard Fence	.90	306.00
25.3	M-F.B.M.	Lumber & Timber	90.00	2,277.00
26	Lin. Ft.	24" Half Section Culvert Pipe	4.00	104.00
12	"	30" " " " "	6.00	72.00
106	"	36" " " " "	7.50	795.00
23,200	Cu. Yds.	Broken Stone Macadam, Waterbound	3.45	80,040.00
3,550	"	Run-of-Bank Gravel, Waterbound	3.45	12,247.50
1,340	"	Clay or Other Earth Filler	.75	1,005.00
		Sub-total		$115,580.90
		10% Engr. & Contg.		11,558.09
		Total		$127,138.99

Length of Project	12.80 Miles
Cost Per Mile	$9,932.73
Federal Aid Requested	$63,569.49
State Funds Available	31,784.75
County Funds Available	31,784.75
Total	$127,138.99

Signed

Herbert Nunn

State Highway Engineer

PR#34

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE NO.........

481-Oregon 34

October 3, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We acknowledge receipt of project statement covering the grading and surfacing of the Merrill-California Line Section of The Dalles-California Highway in Klamath County which project has been assigned No. 34. We will make a preliminary inspection at the earliest opportunity. In the meantime please furnish us with triplicate copies of a certificate of the Clerk of the Board of County Commissioners, Klamath County, certifying that action was taken by the County Board, as stated in the resolution attached to the project statement.

Yours very truly,

C.H.Purcell
District Engineer.

9.P.#34.

October 2, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are today expressing to you the final project plans for the Merrill-California Line Section of The Dalles-California Highway in Klamath County, Federal Aid Project No. 34. Copies of the detailed estimate of quantities and costs, together with copies of the proposed Special Provisions are enclosed herewith.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MN

OREGON STATE HIGHWAY DEPARTMENT FEDERAL AID PROJECT NO. 34

FOR IMPROVING THE MERRILL-CALIFORNIA LINE SECTION
OF THE DALLES-CALIFORNIA HIGHWAY - KLAMATH COUNTY.

Detailed Estimate of Cost

12.80 Miles Grading & Surfacing

Salem, Oregon
October 2, 1919

Quantity		Description	Unit Price	Amount
23,837	Cu. Yds.	Common Excavation	$ .80	$19,069.60
223	"	Solid Rock Excavation	2.50	557.50
340	"	Overhaul	.05	17.00
444	Lin. Ft.	12" Culvert Pipe	2.25	999.00
214	"	18" " "	3.00	642.00
104	"	24" " "	4.25	442.00
30	"	30" " "	6.00	180.00
170	"	36" " "	7.50	1,275.00
21	Cu. Yds.	Class "B" Concrete	25.00	525.00
97	"	Class "C" Concrete	25.00	2,425.00
340	Lin. Ft.	Wood Guard Fence	1.00	340.00
25.3	M-F.B.M.	Lumber & Timber	50.00	1,265.00
26	Lin. Ft.	24" Corr. Iron Pipe (Half Section)	4.25	110.50
12	"	30" " " " " "	6.00	72.00
106	"	36" " " " " "	7.50	795.00
23,200	Cu. Yds.	Broken Stone Macadam	4.15	96,280.00
3,550	"	Gravel "	2.75	9,762.50
1,340	"	Clay or Other Earth Filler	1.00	1,340.00
		Sub Total		$ 136,097.10
		10% Eng. & Cont.		13,609.71
		TOTAL		$ 149,706.81

Length of Project -	12.80 Miles	
Cost per Mile	$11,695.84	
Federal Aid Requested		$74,853.40
State Funds Available		37,426.71
County Funds Available		37,426.70
TOTAL		$149,706.81

Signed

Herbert Nunn
State Highway Engineer.

FEDERAL AID PROJECT

The work covered by this contract is a Federal Aid Post Road Project. The attention of bidders is called particularly to those clauses in the Standard Specifications referring to Federal Aid Projects.

BRIDGES

All bridge and trestle structures shall be constructed in accordance with the Standard Specifications and the Standard Designs for short span structures. Payment for same will be made at the unit prices bid for Lumber and Timber, Class "B" Concrete and Excavation.

SURFACING

Limits:

Gravel macadam surfacing will be laid from Station 989 (beginning of project) to Station 1079, a total of 1.70 miles.

Broken stone macadam surfacing will be laid from Station 1079 to the end of the project, a total of 11.10 miles.

Alternate Types of Gravel Macadam:

Bidders are requested to submit alternate proposals on "Screened Gravel, Waterbound", "Crushed Gravel, Waterbound", and "Run-of-Bank Gravel, Waterbound", for the surfacing between Station 989 and station 1079.

Standard Specifications to be Used:

All surfacing shall be laid in accordance with the specifications for the particular kind, as given in the Standard Specifications.

Width, Thickness, and Number of Courses:

All surfacing shall be sixteen (16) feet wide, shall be laid in two courses, and shall have an average thickness of eight inches, measured loose.

Merrill, Oregon.

Sept. 25, 1919

I, L. C. Ady, Postmaster at Merrill, Oregon, hereby certify that a ~~rural~~ (or Star) Post route is regularly operated over that portion of the proposed Merrill - State Line Federal Aid Project, between Merrill and the State Line, and that the mileage of that portion so used is approximately 12 miles.

(sgd) L. C. ADY

Postmaster

State Oregon
Project No. 34 (Not to be filled in)

PR #34

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

(Date) Sept. 15, 1919

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Act, Chapter 173, Laws of 1917. (Cite statutes and resolutions or orders giving Highway Department jurisdiction), in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road Merrill-California Line Section of The Dalles-California Hwy.
2. Located between Merrill and California Line County of Klamath
3. Points of beginning and ending From the town of Merrill to the California-Oregon State Line
4. Length in miles (gross) 13.35 (net) 13.15

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

5. Miles of project used as post route 10.2; miles not used as post route 2.95

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

This section of highway is through some of the richest agricultural land in Klamath County and carries a large amount of traffic.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each

None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1)

Portion of The Dalles-California Highway

11. Improved roads adjacent or contiguous and type of each Connects with good cinder surfaced road

(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (a) trucks 10, (b) passenger motor vehicles 80, and (c) horse-drawn vehicles 12.

13. Local traffic, approximate average daily number of (a) trucks 50, (b) passenger motor vehicles 120, and (c) horse-drawn vehicles 40.

14. Description and present condition of traveled way Narrow and much in need of surfacing. Impassable during wet season.

15. Proposed width of surfacing 14; feet between ditches 20; approximate maximum gradient 2 per cent.

16. Proposed type of construction ~~[illegible]~~ Crushed rock surfacing 8" Loose thickness 5½" Loose thickness over 3.0 Miles of present gravel surface

17. Location, nature, and extent of deposits of local materials suitable for use on this project Lava Rock available but with long hauls
(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet
None
(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State
(State or (and) County)

20. Amount of funds which are ~~will be~~ available for construction: (*a*) State $36,558.50 and such additional funds as may be required to insure completion of project. From sale of bonds.
(Amount) (Source; refer to statute)

(*b*) County Twenty-five per cent. From funds available for highway purposes
(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by State
(State or (and) County)

from the following sources:

22. y

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used in c

and Co

19. State's share of cost of construction will be provided by State

(State or (and) County)

20. Amount of funds which are ~~will be~~ available for construction: (a) State $30,568.50 and such additional funds as may be required to insure completion of project. From sale of bonds.

(Amount) (Source; refer to statute)

(b) County Twenty-five per cent. From funds available for highway purposes

(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by State

(State or (and) County)

from the following sources:

22.

Departm

23.

division

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and Co

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

(b) Count

21.

from the

22.

Departm

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 7, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project State Highway Department's Standard Form of Contract and Contractor's Bond

25. Reconnaissance estimate of c[illegible] ject:

Made by........................ Date Sept. 12, 191[illegible].

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
23,400	Cu. yds.	Excavation, Common % Rock		50	11,700	00
270	" ~~Sq. yds.~~	" ~~Surfacing of~~ Intermediate		80	216	00
210	Cu. Yds.	" Solid Rock	2	00	420	00
1,000	"	Overhaul per 100 ft.		05	50	00
330	Lin. Ft.	12" Culvert Pipe	2.25		742	50
214	"	16" " "	3	25	695	50
102	"	24" " "	4	50	459	00
36	"	30" " " ~~Structures of 20' span or under~~	5	50	198	00
98	"	36" " " ~~Structures over 20' span~~	7	00	686	00
124	"	30" " " ~~Other items~~ (Half Section)	7	00	868	00
64	Cu. Yds.	Class "A" Concrete	30	00	1,920	00
18	"	Class "B" Concrete	25	00	450	00
260	Lin. Ft.	Guard Fence	1	00	260	00
21	M-F.B.M.	Lumber & Timber	50	00	1,050	00
3.8	Miles	Scarifying	250	00	950	00
24,950	Cu. Yds.	Broken Stone Macadam	4	50	112,275	00

Length, 13.15 miles.
Cost, $ 11,120.45 per mile.

Subtotal,	$132,940	00
10% Engineering and Contingencies,	13,294	00
Total	$146,234	00

This estimate approved by:

(Title) State Highway Engineer

26. Amount of Federal aid desired $73,117.00
(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of the State of Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By S. Benson
Chairman
(Title of officer)

By W. L. Thompson
Commissioner
(Title of officer)

By R. A. Booth
Commissioner
(Title of officer)

Waterbound Broken Stone Macadam and Waterbound Gravel Macadam have been selected as the proper types of surfacing for this Project for the following reasons:

(1) Limited funds available and large amount of roads demanding maintenance and improvement, make paving out of the question.

(2) Large amount of traffic, poor road soil, necessity for keeping road passable on account of no railroad facilities, wet springs, and long dry summers, make surfacing of some kind necessary.

(3) Quality of material available and haul distances make broken stone macadam and gravel macadam the logical types for the respective sections for which they are specified.

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR THE COUNTY OF KLAMATH.

__________________ SEPTEMBER_____, 1919.

Court met pursuant to adjournment.

Present: Hon. [illegible], Judge.
[illegible],
and [illegible], Commissioners.

WHEREAS, on June [illegible], 1919, the voters of Klamath County, Oregon did decide, by a majority vote, to issue bonds of the County of Klamath, State of Oregon, in the amount of $[illegible], for the construction of permanent roads in said Klamath County, State of Oregon, in pursuance of the provisions of Chapter [illegible], General Laws of Oregon, 1919, and

WHEREAS, Said bonds were sold to Morris Brothers, and there is available the aforesaid sum of money for said purpose, and to be applied in part for the improvement of the following State Highways:
Dalles-California Highway,
Klamath Falls-Alturas Highway, and
Klamath Falls-Lakeview Highway.

THEREFORE BE IT RESOLVED, That [illegible] of the cost of the improvement of the said Dalles-California Highway, between the City of Klamath Falls and the town of Algoma in Klamath County, State of Oregon, be, and the same hereby is, appropriated and set aside for said purpose, and that any and all orders heretofore made appropriating any of the aforesaid fund of $[illegible] for said purpose be and the same hereby is rescinded;

That [illegible] of the cost of the improvement of the said Klamath Falls-Alturas Highway, between the City of Klamath Falls and the town of Merrill, and also between the town of Merrill and the State line between Oregon and California, be, and the same hereby is, appropriated and set aside for said purpose;

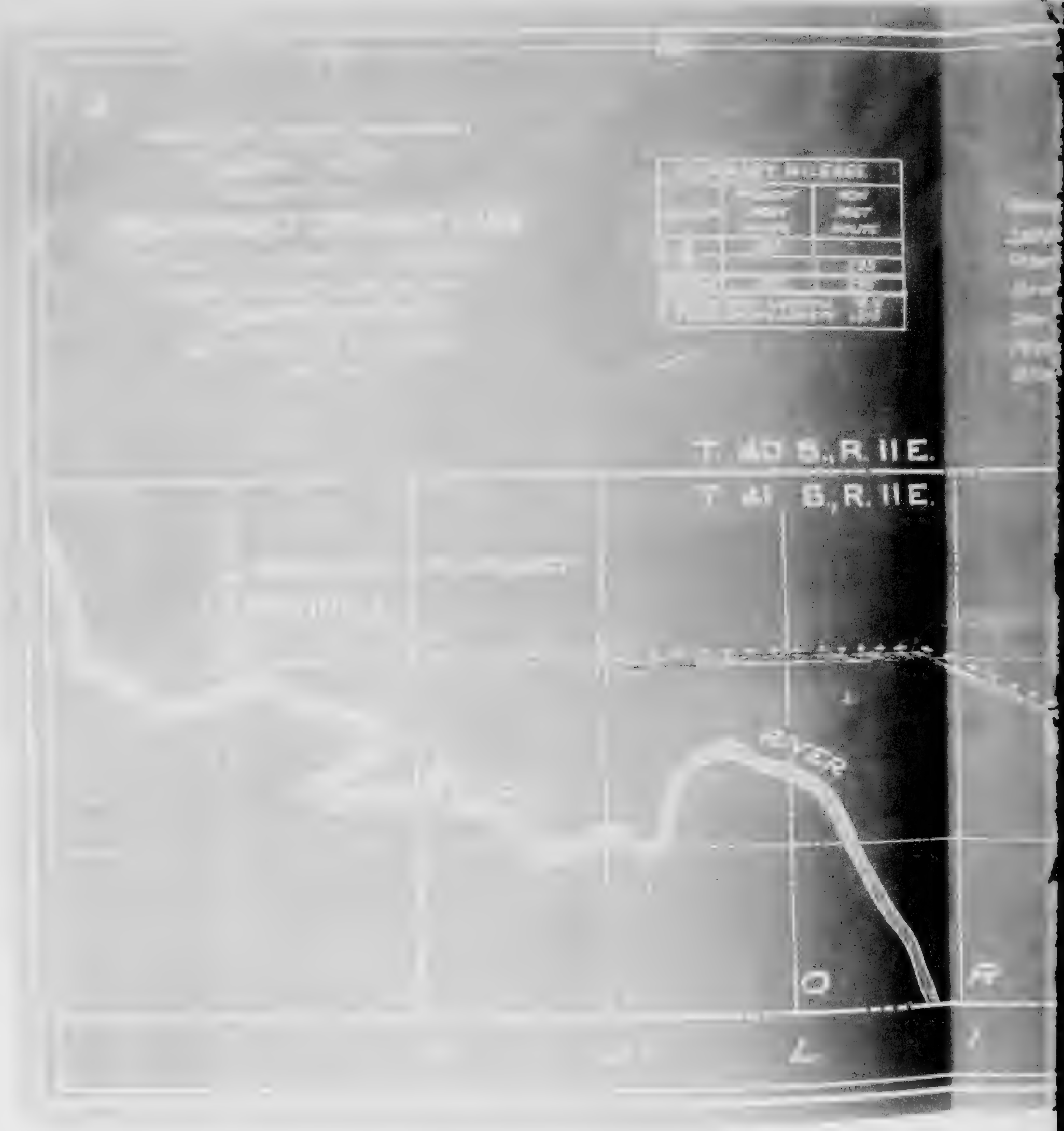
That [illegible] of the cost of the improvement of the said Klamath Falls-Lakeview Highway, between the City of Klamath Falls and the town of Dairy in Klamath County, State of Oregon, be, and the same hereby is, appropriated and set aside for said purpose.

Done this [illegible] day of September, 19[illegible].

[illegible]
Judge

[illegible]

[illegible]


MILEAGE
T. 40 S., R. 11 E.
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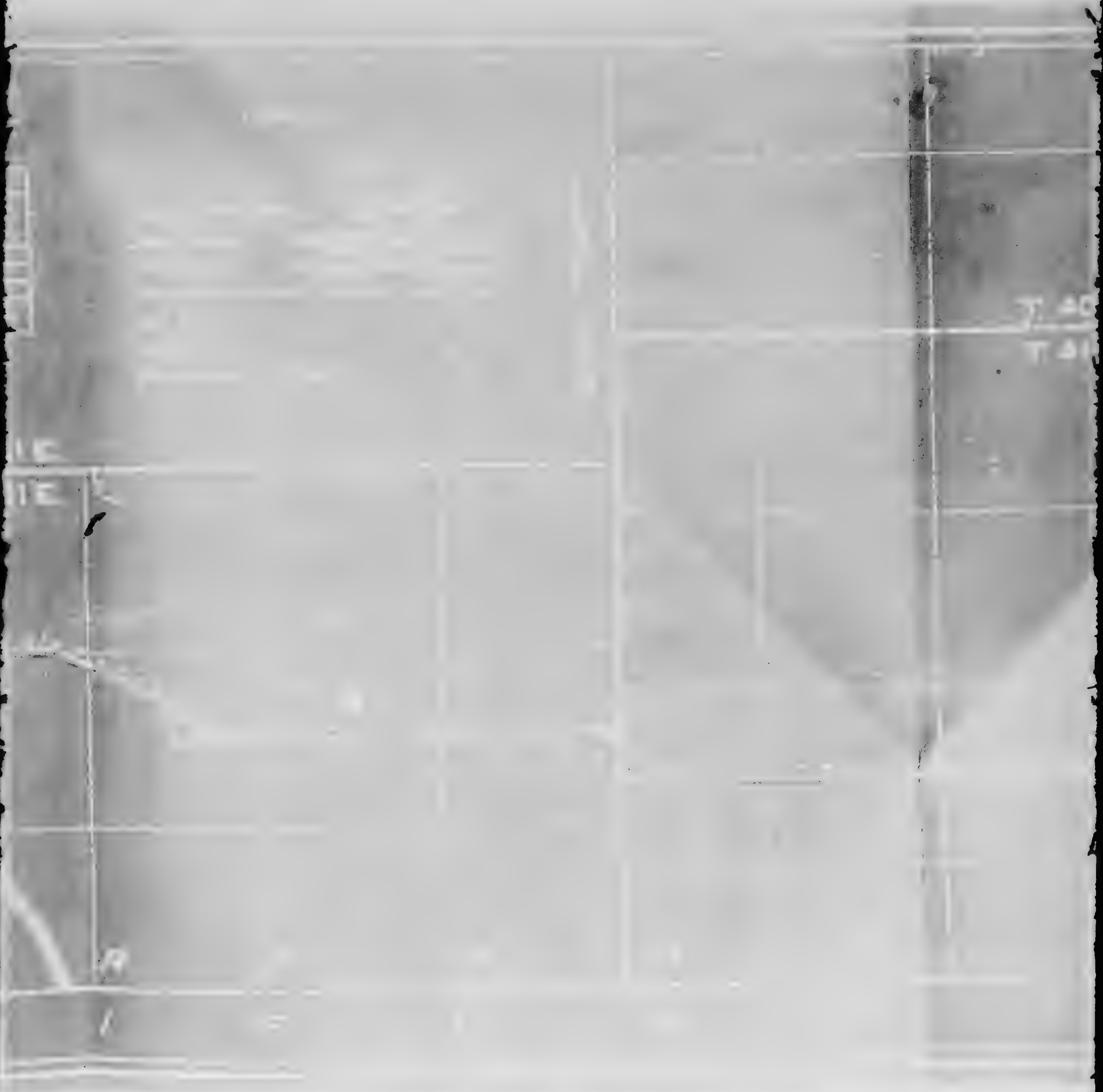
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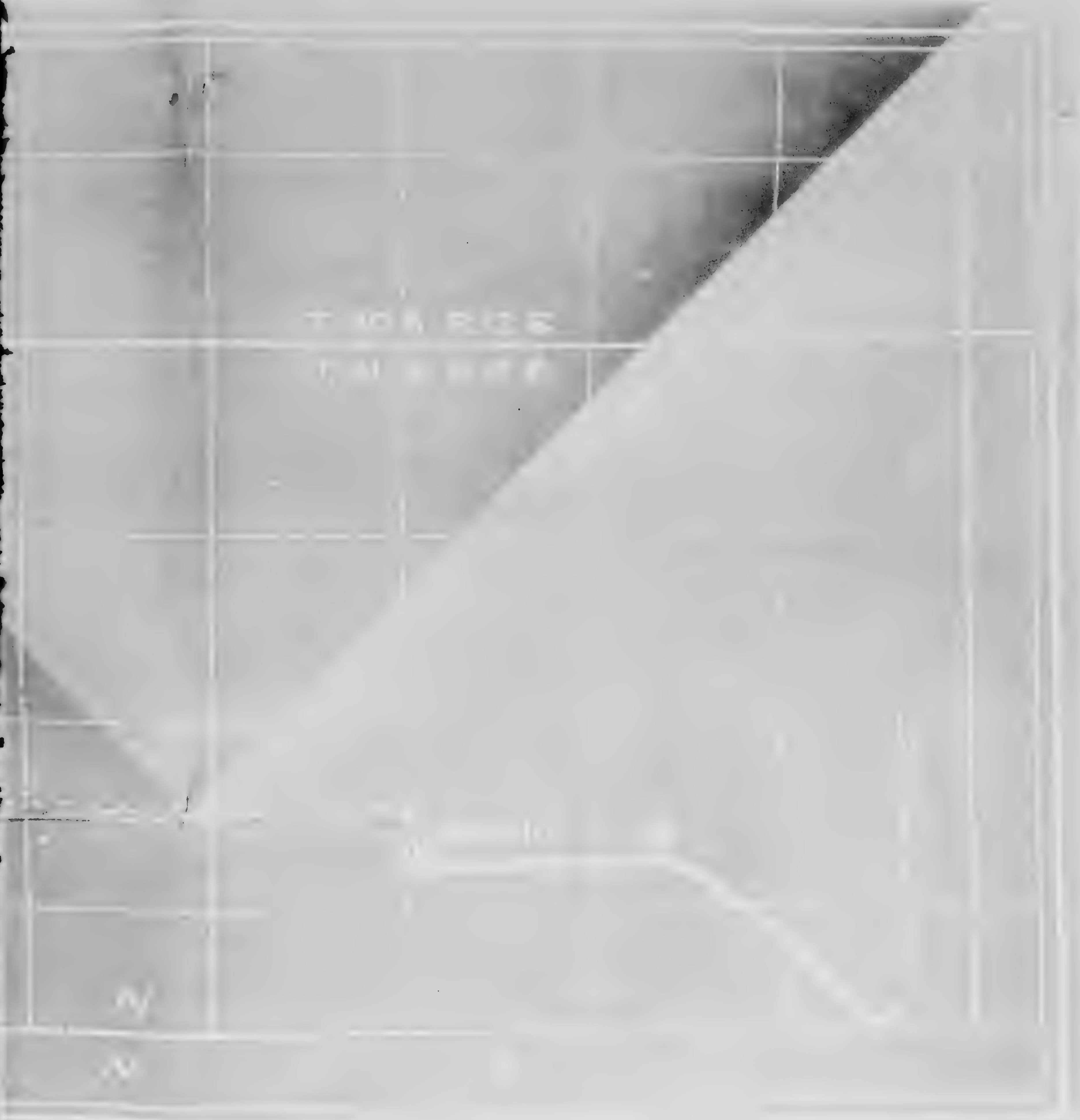

P.R.# [illegible]

October 1, 1919.

Mr. C.H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir;

We are submitting her ewith project Statement requesting Federal Aid in connection with the grading and surfacing of the Merrill-California Line Section of The Dalles-California Highway in Klamath County, to which project, we have assigned No. 34.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

[illegible]

CONTRACT #229
SEE: CONTRACT #227

12

[illegible] SEE: Contract 227

CONTRACT #229

PR 31 Klamath Falls-Merrill 1919-1926

229

October 14, 1926.

Mr. L. T. Sakim,
Wood Hotel,
Dunsmuir, California.

Dear Sir:

Receipt is acknowledged of your letter of the 12th inst., making inquiry regarding the location of the Klamath Falls-Merrill Section of The Dalles-California Highway through Section 28, Township 40 south, Range 10 east.

Our maps do not indicate the location of the railroad right of way and we have no record of any ties to this made in connection with the highway location surveys. However, for your information, we are enclosing a 400 foot scale blue print showing the final constructed location of the highway through the section in question.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. E. Probert
Office Engineer .

Dist by J. W. DeSouza/AP

L.T.Sakim
Weed Hotel,Dunsmuir,
Calif.

October 12,1926

RECEIVED
OCT 14 1926
OREGON
STATE HIGHWAY COMMISSION

Mr.Roy A.Klein,
State Highway Engineer
and Secretary,
State Highway Commission,
Salem,Oregon.

Dear Sir:

Referring to the Dalles-California Highway (Klamath Falls-Merrill Section) in 28,T 40 S, R 10 E,W.M.:

Will you kindly let me know if this highway parallels the Modoc Northern right of way through this section 28,advising what the distance is between the center line of the highway and the center line of the Modoc Northern right of way,advising on which side of the railroad right of way the highway was constructed.

I assume that in the construction of the highway you tied into Modoc Northern surveys and that for this reason you are able to give me the above desired information. Will you kindly advise?

Yours truly,

L.T.Sakim

Ans

PR 31

October 7, 1926.

Mr. L. T. Sakin,
℅ Hotel Weed,
Dunsmuir, California.

Dear Sir:

In reply to your letter of the 5th inst., we beg to advise that according to our records, the construction on the Klamath Falls-Merrill Section of The Dalles-California Highway was started on March 2, 1920, and it was completed on July 23, 1921.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer .

Dist by J. W. DeSouza/AP

WHITE PELICAN HOTEL
KLAMATH FALLS, OREGON

Address —
Reply to
c/o Hotel Weed
Dunsmuir
Calif

Oct 5, 1926

State Highway
Commission
Salem Ore,

Gentlemen:

Please advise, if possible, date construction was started and date finished covering Dalles-California Highway, section Klamath Falls to Merrill.

Yours truly
L. J. Sakim

Mar 2 1920
July 23, 1921

Ans [illegible]

---

the Klamath
lgum Sections
nd are submitting
nnection with

connection with
ggregate amount
llowed.

y Engineer

Engineer

June 10th, 1922

Mr. Oskar Huber
Sherlock Bldg.
Portland, Oregon.

PR#31

Dear Sir:

Your claims in connection with the Klamath Falls-Merrill the Klamath Falls-Dairy and the Algoma Sections having all been acted upon, we have prepared, and are submitting to you for signature, final pay vouchers in connection with all of these projects.

The claims allowed are all in connection with the Klamath Falls-Merrill Section, and their aggregate amount is $4,161.19. All other claims have been disallowed.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

SHP:VLB

May 3rd, 1922.

Mr. K. E. Hodgman,
Division Engineer,
Medford, Oregon.

PR #31

Dear Sir:

On the April pay-roll submitted by Mr. G. I. Stebbins, a total of $320.82 was charged to Job 18 PC, under Account No. 432. A note in explanation of this charge was attached to the pay-roll by Mr. Stebbins, in which note it was stated that this charge was for grading and tiling done on the Klamath Falls-Merrill Section to complete the highway under the new reclamation service flume, which work had been held up pending the construction of the flume.

In checking up to ascertain whether or not any duplication of payment was being made for this grading work, we find that in the final estimate to Oscar Huber payment was made for the excavation of the standard roadbed to the grade as established at that point. From this it would seem possible that Oscar Huber may have been overpaid, as, according to Mr. Stebbin's statement, a part of this grading work could not have been completed until after the new flume line had been constructed.

In order that you may investigate this matter, we are sending, under separate cover, to you, copies of the final profile and final cross sections for the section of work involved. No deduction was made from the computed quantities to cover any quantities which may have been left unexcavated pending the completion of the flume.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By
Office Engineer.

SHP&GMC

on attached pay roll for the Month of April that I have used 18P9-432 for the grading and tiling done under the U.S.R.S. Concrete Flume on The Klamath Falls-Merrill Section Of The Dalles-California Highway.

Some question may arise as to the use of this account number as the Contract was finaled some time ago and yet it is part of the original construction which had been held up pending the construction of the Flume.

If this account # not appilcable please advise me of correction that I may correct my copy of pay roll to correspond.

$320.82

RECEIVED
MAY 2 - 1922
OREGON
STATE HIGHWAY COMMISSION

would be difficult and costly but by a small detour the present x-sing can be used after which the line can be swung back to the railroad R/W and followed thru to Merrill.

This location would save the expense of two costly structures and at least one large culvert without lengthening the line [illegible].

The balance of the week was spent on the Keno-Hayden Cr. estimate.

OREGON
STATE HIGHWAY COMMISSION

Signed W. T. Daily

Title Res. Eng.

(See back of this sheet for instructions and detailed information.)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job Name Klamath Falls-Merrill
[illegible] North of Merr[illegible]

Highway Dalles - California

County Klamath **Job Prefix** —

Date March 19, 192

Week from March 11 **to** March 18

Mail Address Klamath Falls

Telegraph or Telephone Address

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Looked over all possible locations for the highway northwest of Merrill. This section is intended to link the two completed [illegible] known as the Klamath Falls -Merrill and Merrill-State Line highways.

The present road follows the section lines and the distance can be shortened considerably by paralleling the right-of-way of the [illegible]-Northern Railroad. An ispection of this route shows that the x-sing of Lost River would be difficult and costly but by a small detour the present x-sing can be used after which the line can be swung back to the railroad R/W and followed thru to Merrill. This location would save the expense of two costly structures and at least one large culvert without lengthening the line [illegible].

The balance of the week was spent on the Keno-Hayden [illegible] estimate.

K.E.K.

STATE HIGHWAY [illegible]

Signed W. T. Daily

Title Res. Eng.

(See back of this sheet for instructions and detailed information.)

GRADING CONST[illegible]CTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week ....*men,*

..........*teams,* ....*steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed ....

Miles partially done ....

Average daily yardage placed this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week ....*men,*

..........*teams,* ....*trucks*

Percentage of total required yardage now in place ....

Surfacing will be completed about ....

Number men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.)

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week ....*men,*

..........*teams,* ....*trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job.......... *Percentage*..........

Other jobs.......... *Percentage*..........

Other jobs.......... *Percentage*..........

Other jobs.......... *Percentage*..........

March 9th, 1922.

Mr. K. B. Hodgman,
Division Engineer,
Medford, Oregon.

PR #31

Dear Sir:

In accordance with your letter of March 6th, we are today sending to you, by express, our detail map and profile for the original location between Klamath Falls and Merrill, which map and profile comprise the only information which we have pertaining to the uncompleted section of The Dalles-California Highway from Merrill North to the South end of the Klamath Falls-Merrill Federal Aid Project.

We presume that you are aware of the fact that this original location was not upon the route which it is proposed to use over this proposed unit North of Merrill.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:GMC

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 7 - 1922
OREGON
STATE HIGHWAY COMMISSION

Medford, Oregon,
Mar. 6, 1922.

Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. Probert.

Dear Sir:-

Please forward to this office any records that you have covering the proposed line from Merrill northwest to the end of the Klamath Falls - Merrill Section under contract to Oskar Huber being approximately from station 826 + 80 to 989 + 00 on the Klamath Falls - Merrill survey.

I understand that you have the transit notes and other data. I have the first seventeen blue print sheets (Plate #2; Plan-Profile) of the Federal Aid Project No. 31 covering the line to Station 870 + 00. I would like to obtain the sheets covering station 870 - 989.

Very truly yours,

K E Hodgman

K. E. Hodgman,
Div. Engineer.

DEPARTMENT OF THE INTERIOR
UNITED STATES RECLAMATION SERVICE

OFFICE OF
DISTRICT COUNSEL

PR 31

Portland, Oregon, December 1, 1921.

Mr. J. M. Devers,
Assistant Attorney General
of Oregon,
Salem, Oregon.

RECEIVED
DEC 3 - 1921
LEGAL DEPARTMENT

Dear Sir:-

I am in receipt of copy of memorandum agreement between Mr. Newell, our Project Manager at Klamath Falls, and Mr. E. B. Bishop, Division Engineer of the State Highway Commission, as to the flume crossing the Merrill Highway in Klamath County and other matters, which indicates that they have reached a complete understanding satisfactory to both. The Reclamation Service highly appreciates your valuable services in bringing this matter to a head while a reasonable adjustment is possible and assisting in reaching a satisfactory understanding.

Yours very truly,

H. L. Holgate
District Counsel.

November 30, 1921

Mr. R. B. Bishop,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

Your favor of November 26th to Mr. Devers regarding the clearance over the Reclamation Service viaduct on the Klamath Falls-Merrill Section of the Dalles-California Highway, is noted.

The plan for lowering the grade and paving at the expense of the Reclamation Service is approved, provided that (1) a satisfactory grade line with easy vertical curve can be obtained; (2) that drainage can be perfected so water will at no time stand in the depression; (3) that the work to be done include not only the portion of roadway underneath the flume, but the approaches on either side.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

MISSIONERS

ETARY AND ASSISTANT ENGINEER

56

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.
Nov. 26, 1921.

RECEIVED
NOV 29 1921
LEGAL DEPARTMENT

Mr. J. M. Devers,

Assistant to the Attorney General,

Salem, Ore.,

Dear Sir:-

I had a long talk with Mr. H. D. Newell, Project Manager, U.S.R.S., this morning in regard to clearance over the Merrill Section of the Dalles California Highway, with reference to the flume now being constructed by the Reclamation Service.

Mr. Newell agrees that, if we will lower our grade line to secure the desired clearance, he will construct a concrete pavement complying with our standard specifications, over that portion of the road under the flume. This pavement with suitable gutters will afford drainage required. This arrangement is very satisfactory to me and I think we can now call the discussion settled.

Very truly yours,

E B Bishop
Division Engineer.

EBB

FORM 3A 5M-5-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B[illegible]N, PORTLAND
W. B. [illegible]ARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Oregon,

Nov. 26th, 1921.

Mr. J. M. Devers,

Asst. to the Atty. General,

Salem, Oregon.

Dear Sir:-

I am enclosing herewith a letter dated June 23rd, 1920, from Mr. H. D. Newell, Project Manager for the U.S. Reclamation Service. This must be the letter in which the Reclamation Service disclosed the plan they proposed to follow and asked whether or not we had any objections to it.

I would like to state that sometime about the latter part of August, 1921, a Mr. Koppen (I think is his name) office engineer for the Reclamation Service, called up this office asking for the elevation of our grade under the flume. I was not in at the time but the phone message was taken by C. H. Hill, who was acting as my office engineer.

I sent Mr. Hill to the Reclamation Service office with our grade elevation and also a sketch showing desired vertical and horizontal clearance. Mr. Koppen informed Mr. Hill that he was not interested in our clearance upward but that we could have all the clearance we wanted downward. That is they would set the footings for their posts at any desired elevation to conform to our grade, but would not change their flume proper.

Yours truly,

E B Bishop

Division Engineer.

E.B.B./S.

RECEIVED
NOV 29 1921
LEGAL DEPARTMENT

November 28, 1921

Mr. S. F. Griffith,
Merrill, Oregon.

Dear Sir:

I have been in correspondence with the Oskar Huber Company relative to your claim, mentioned in your letter of November 12th.

The Oskar Huber Company advises as follows:

"Beg to advise you that we are in receipt of a communication from our Klamath Falls office notifying us that a Mr. Sumpter had some teams working for us by the day during some period in our construction work. Our cashier at Klamath Falls advised us that he has no means of knowing whether or not hay furnished Sumpter was in connection with our work but assumes that Mr. Griffith is taking that stand inasmuch as he cannot make a collection from Sumpter. We do not see where we are in anyway involved in this controversy and that it is strictly a matter for Mr. Griffith to make his collection from Mr. Sumpter."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

OSKAR HUBER
GENERAL CONTRACTOR
327 Sherlock Building
PORTLAND, OREGON

11/25/21

Mr. Roy A. Klein,
Salem, Oregon.

Dear Sir:

Referring to your letter of November 18th and our reply of November 21st, regarding a claim of Mr. S. H. Griffith:

Beg to advise you that we are in receipt of a communication from our Klamath Falls office notifying us that a Mr. Sumpter had some teams working for us by the day during some period in our construction work. Our cashier at Klamath Falls advised us that he has no means of knowing whether or not hay furnished Sumpter was in connection with our work but assumes that Mr. Griffith is taking that stand inasmuch as he cannot make a collection from Sumpter. We do not see where we are in anyway involved in this controversy and that it is strictly a matter for Mr. Griffith to make his collection from Mr. Sumpter.

Yours very truly,

OSKAR HUBER

By

CEF-G

RECEIVED
NOV 26 1921
STATE HIGHWAY ENGINEER

November 26, 1921

Hon. H. L. Holgate,
Reclamation Service,
Portland, Ore.

Dear Sir:

This is to acknowledge your very courteous letter of the 25th relative to the controversy between the Highway Department and the Reclamation Service concerning the crossing of the Merrill Highway.

Before receiving your letter I had written our division engineer Mr. Bishop and suggested that he confer with Mr. Newell and ascertain whether or not a conference can be arranged between the representatives of the Reclamation Service and the Highway Commission looking toward an adjustment of the difficulty.

I understand our division engineers are to be in conference here next week and I have suggested that if possible Mr. Newell meet with them at that time.

I trust that the engineers may be able to work out a solution that will accommodate the needs of the Highway and the Reclamation Project.

Thanking you for your good services in this matter, I am

Yours very truly,

JMD:AP

Assistant Attorney General.

DEPARTMENT OF THE INTERIOR
UNITED STATES RECLAMATION SERVICE

OFFICE OF
DISTRICT COUNSEL

Portland, Oregon, November 25, 1921.

Mr. J. M. Devers,
Assistant Attorney General,
Salem, Oregon.

Dear Sir:-

I have your letter of November 23, 1921, and appreciate its tenor and tone.

It is now easily understood that you had been given the impression that the requirements of the Bureau of Public Roads and the Highway Commission as to the crossing in question were definite and our project office had been fully advised of such requirements but had ignored them. Assuming, as you had reason to assume, that such was the situation, your letter of November 5 to our project office at Klamath Falls can be considered as restrained and forebearing.

There is no issue between our offices, both of which are anxious to assist in making the best adjustment possible of an unfortunate situation. As between the local Reclamation Service engineers and the Highway Commission representatives, there has apparently been a complete misunderstanding, of which neither was aware until very recently. Your letter indicates that the Commission believes it had fully advised the Project Manager as to the clearance requirements, while Mr. Newell's letter of November 17 to this office (copy enclosed) shows that he has proceeded under the assumption that his plans for providing for the required clearance had been made known to the Commission representatives and were virtually approved by them.

I am not an engineer and cannot intelligently discuss the engineering features involved, but any modification of plans that would prevent completion of the structure before the next irrigation season would mean disaster.

The only objection noted in the recent correspondence to the suggested plan of providing the required clearance by depressing the road bed is that this would mean an unsightly stretch of the highway. Would it not be possible, this being the suggestion of a layman only, to make the depression fairly gradual, avoiding any sudden dip, this removing, to some extent, such objection?

Yours very truly,

H. L. Holgate

District Counsel.

Copy to State Highway
Commission.

Portland, Oregon, November 25, 1921.

NOV 26 1921
STATE HIGHWAY ENGINEER

Klamath Falls - Merrill

Mr. J. M. Devers,
Assistant Attorney General,
Salem, Oregon.

Dear Sir:-

I have your letter of November 23, 1921, and appreciate its tenor and tone.

It is now easily understood that you had been given the impression that the requirements of the Bureau of Public Roads and the Highway Commission as to the crossing in question were definite and our project office had been fully advised of such requirements but had ignored them. Assuming, as you had reason to assume, that such was the situation, your letter of November 5 to our project office at Klamath Falls can be considered as restrained and forebearing.

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Yours very truly,

H. L. Holgate

Enc. District Counsel.

Copies to:
C. C.
C. E.
P. M.
State Highway Commission.

with copy of enclosure.

DEPARTMENT OF THE INTERIOR
UNITED STATES RECLAMATION SERVICE

-Copy-

Klamath Falls, Oregon, Nov. 17, 1921.

From Project Manager

To District Counsel, Portland, Oregon.

Subject: Oregon State Highway Commission controversy re flume crossing over Merrill road - Klamath Project.

1. Receipt is acknowledged of your letter of November 14th subject as above.

2. On the 15th I wrote you transmitting copy of my letter of the same date to Mr. Bishop written in reply to his letter of the 12th, copy of Mr. Bishop's letter also being enclosed.

3. I hope you will keep in close touch with the situation and advise us. We expect to complete the concrete columns, which will support the stringers, not later than the 18th. Our next move will be to place the forms for the concrete stringers and then cast the stringers. If the Highway Department plans legal proceedings I expect they will try to enjoin us as soon as we start to place forms for the stringers; at least before the concrete for the stringers is poured.

4. The attitude of the Highway Department in this matter is incomprehensible to me. It has been so fully advised, our offices are so close, our work has been done in full sight of the highway so I cannot see why its objections were not made before. Had the Highway Department notified us of its objection within one year of the date I notified them what the bottom elevation of the stringer would be we could have modified the design and cast the highway crossing in place, making the walls for the flume act as girders. The entire water section is now cast and is made up of precast units. We cannot now change to the type "cast in place" without sacrificing some thirty odd feet of precast sections representing a cost of around $1,000. Moreover, it is too late in the season to cast that type of a structure without incurring great additional expense over what would have been necessary if the work had been done in mild weather.

- - - - - -

Herbert D. Newell

November 23, 1921

Hon. H. L. Holgate,
U. S. Reclamation Service,
Portland, Ore.

Dear Sir:

Your letter addressed to the Highway Commission under date of November 10th relative to the controversy over the building of the flume across the Merrill Highway in Klamath County, with the enclosures, has been handed to me for reply.

I have examined the filed in the office of the State Highway Commission relative to this matter and find that the subject has been under discussion for some time. I find, too, that the Bureau of Public Roads required that at this point there be a vertical clearance of 14 feet and a horizontal clearance of 18 feet. At the time this demand was made by the Bureau of Public Roads, representing the Federal Government, there was a vertical clearance of 14 feet, but a horizontal clearance of only 14 feet.

The files in the Highway Commission's office show that the matter was taken up with the representatives of the Reclamation Service with the result that the construction and plans were to be so modified as to permit of the 18 foot clearance, and the Highway Department so represented to the Bureau of Public Roads.

Later when the Reclamation Service began to make definite arrangements for the construction of the concrete flume, information was brought to the Highway Department, and the matter placed before me for my attention, that the Reclamation Service proposed constructing a flume which would permit of a vertical clearance of much less than 14 feet. You can see that since we had assured the Bureau of Public Roads that we would meet their requirement and had assumed responsibility for so doing we could not recede from that position or consent to anything less than required by the Bureau of Public Roads, and I am advised that all of these facts and this information was conveyed to the Reclamation Service.

I have diligently searched the files in the office of the State Highway Commission and am unable to find the letter referred to in your communication as being a letter dated June 23, 1920, written by the project manager and addressed to the division engineer suggesting a vertical clearance of less than 14 feet, and your letter addressed to the State Highway Commission and Mr. Newell's letter addressed to Mr. Bishop of recent date present the first intimation I have had that there was any such letter written. Do not understand me as intimating that I think the letter was not written at all; I simply want to convey to you the fact that it was never before called to my attention and I have been unable to locate it in the files of the Highway Commission's office, and I have now written Mr. Bishop to ask if his office could have over-looked the letter and failed to send it here with the other communications.

I believe you will understand my position when you realise that we had made known to the Reclamation Service the requirements of the Bureau of Public Roads and had assured the Bureau of Public Roads that the requirements of that office would be met. You will also appreciate that since this was a requirement made by the Bureau of Public Roads, which, of course, was endorsed by the engineers of the Highway Department, we could not, without the consent of the Bureau of Public Roads, modigy the requirements and consent to the construction of a flume by the Reclamation Service which would afford less clearance than required by the Federal Government and guaranteed by us.

I regret that you read in my letter anything of a discourteous character for I did not intend to be discourteous but positive. I felt, under all of the circumstances, that we were under an obligation to the Federal Government as represented by the Bureau of Public Roads and that our obligations had been made known to the Reclamation Service and that notwithstanding these facts the Reclamation Service persisted in constructing a flume which would result in an embarrassing situation between the State Highway Commission and the Bureau of Public Roads, and I felt that under all of the circumstances I was justified in taking a very positive and definite position, and while I may appear to have antagonised one branch of the Federal Government I was at the same time trying to protect the interests and comply with the demands of another branch of the Federal Government.

I have had my attention directed to a letter written by Mr. Newell to Mr. Bishop, our division engineer, indicating a willingness on his part to meet with representatives of the Highway Department with a view to working out some solution which will accommodate the needs and requirements of all parties concerned.

I appreciate this offer and assure you that anything the Highway Department can do, or the Attorney General's office, to further a satisfactory adjustment of this controversy will be gladly done.

With kindest personal regards, I am

Yours very truly,

JMD:AR

Assistant Attorney General.

CC: I. H. Van Winkle
E. B. Bishop

November 23, 1921

Hon. H. L. Holgate,
U. S. Reclamation Service,
Portland, Ore.

Dear Sir:

Your letter addressed to the Highway Commission under date of November 10th relative to the controversy over the building of the flume across the Merrill Highway in Klamath County, with the enclosures, has been handed to me for reply.

I have examined the filed in the office of the State Highway Commission relative to this matter and find that the subject has been under discussion for some time. I find, too, that the Bureau of Public Roads required that at this point there be a vertical clearance of 14 feet and a horizontal clearance of 18 feet. At the time this demand was made by the Bureau of Public Roads, representing the Federal Government, there was a vertical clearance of 14 feet, but a horizontal clearance of only 14 feet.

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Later when the Reclamation Service began to make definite arrangements for the construction of the concrete flume, information was brought to the Highway Department, and the matter placed before me for my attention, that the Reclamation Service proposed constructing a flume which would permit of a vertical clearance of much less than 14 feet. You can see that since we had assured the Bureau of Public Roads that we would meet their requirement and had assumed responsibility for so doing we could not recede from that position or consent to anything less than required by the Bureau of Public Roads, and I am advised that all of these facts and this information was conveyed to the Reclamation Service.

I have diligently searched the files in the office of the State Highway Commission and am unable to find the letter referred to in your communication as being a letter dated June 23, 1920, written by the project manager and addressed to the division engineer suggesting a vertical clearance of less than 14 feet, and your letter addressed to the State Highway Commission and Mr. Newell's letter addressed to Mr. Bishop of recent date present the first intimation I have had that there was any such letter written. Do not understand me as intimating that I think the letter was not written at all; I simply want to convey to you the fact that it was never before called to my attention and I have been unable to locate it in the files of the Highway Commission's office, and I have now written Mr. Bishop to ask if his office could have over-looked the letter and failed to send it here with the other communications.

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I regret that you read in my letter anything of a discourteous character for I did not intend to be discourteous but positive. I felt, under all of the circumstances, that we were under an obligation to the Federal Government as represented by the Bureau of Public Roads and that our obligations had been made known to the Reclamation Service and that notwithstanding these facts the Reclamation Service persisted in constructing a flume which would result in an embarrassing situation between the State Highway Commission and the Bureau of Public Roads, and I felt that under all of the circumstances I was justified in taking a very positive and definite position, and while I may appear to have antagonized one branch of the Federal Government I was at the same time trying to protect the interests and comply with the demands of another branch of the Federal Government.

I have had my attention directed to a letter written by Mr. Newell to Mr. Bishop, our division engineer, indicating a willingness on his part to meet with representatives of the Highway Department with a view to working out some solution which will accommodate the needs and requirements of all parties concerned.

I appreciate this offer and assure you that anything the Highway Department can do, or the Attorney General's office, to further a satisfactory adjustment of this controversy will be gladly done.

With kindest personal regards, I am

Yours very truly,

Assistant Attorney General.

JMD:AP

CC: I. H. Van Winkle
E. B. Bishop

November 22, 1921

Mr. E. B. Bishop,
Highway Engineer,
Klamath Falls, Ore.

Dear Sir:

I have before me the letter of Herbert D. Newell written to you under date of November 15th, 1921, relative to the flume which the Reclamation Department is constructing across the Merrill Highway.

I understand that the attorney for the Company has written the Attorney General and has taken exception to the tone of my letter to the Reclamation Service, and claims that a letter was written to you more than 17 months ago disclosing the plan that the Reclamation Service proposed to follow and asking whether or not we had any objections to it. That failing to hear from us it was presumed their plan was acceptable and they went ahead, and that now it is too late to change.

It has not been my understanding that such a statement is not a fact, for I have always understood from you that you strenuously opposed their plan of construction or any plan which would interfere with our horizontal or vertical clearance.

In looking through the files in the Highway Commission's office I find that the Bureau of Public Roads has required that we insure a 14 foot vertical clearance and an 18 foot horizontal clearance, and I find also copies of letters written by the Highway Department to the Bureau of Public Roads assuring them that that requirement would be met and stating that the Reclamation Service was constructing its flume in harmony with that requirement. I ffail to find, however, any letter disclosing the plan of the Reclamation Service or substantiating the statements made in Mr. Newell's letter to you or the attorney's letter to Mr. Van Winkle.

It occurs to me that the best plan to follow now would be to ask Mr. Newell to meet with you and some one from our Bridge Department to determine what can be done to accommodate the Reclamation Service and at the same time insure the 14 foot vertical clearance and the 18 foot horizontal clearance. We have assured the Bureau of Public Roads that this requirement would be met and we have no escape from it.

I am not returning Mr. Newell's letter to you thinking that possibly you may have retained a copy, if, however, you want it it will be sent to you or a copy of it.

Very truly yours,

Assistant Attorney General.

JMD:AP

DEF

November 22, 1921

E. B. Bishop,
Klamath Falls, Or.

Dear Sir:

I understand that you along with some of the other engineers are to meet here in Salem at the call of Mr. Nunn to take up some matters pertinent to highway construction, and that the meeting is to be held next week.

It occurs to me that if you can prevail upon the representative of the Reclamation Service to meet here with you at that time for the purpose of discussing the flume question it might serve to solve the difficulty for a conference between the Reclamation engineer, yourself and the bridge department might result in solving the difficulty which we are now experiencing.

Will you kindly suggest such a conference to Mr. Newell and advise me as to whether or not he is agreeable to such a meeting?

I have gone as far as I can go in the matter unless instructed by the Highway Commission to proceed with injunction proceedings. My letter to the Reclamation Service has provoked some ctiticism from Mr. Newell, also from Mr. Holgate the attorney for the concern, and I want to be sure of my ground and certain that I am right before I proceed farther.

Thanking you for an early reply, I am

Yours very truly,

JMD:AP

Assistant Attorney General.

DEPARTMENT OF THE INTERIOR
UNITED STATES RECLAMATION SERVICE

-Copy-

Klamath Falls, Oregon, Nov. 17, 1921.

From Project Manager

To District Counsel, Portland, Oregon.

Subject: Oregon State Highway Commission controversy re flume crossing over Merrill road - Klamath Project.

1. Receipt is acknowledged of your letter of November 14th subject as above.

2. On the 15th I wrote you transmitting copy of my letter of the same date to Mr. Bishop written in reply to his letter of the 12th, copy of Mr. Bishop's letter also being enclosed.

3. I hope you will keep in close touch with the situation and advise us. We expect to complete the concrete columns, which will support the stringers, not later than the 18th. Our next move will be to place the forms for the concrete stringers and then cast the stringers. If the Highway Department plans legal proceedings I expect they will try to enjoin us as soon as we start to place forms for the stringers; at least before the concrete for the stringers is poured.

4. The attitude of the Highway Department in this matter is incomprehensible to me. It has been so fully advised, our offices are so close, our work has been done in full sight of the highway so I cannot see why its objections were not made before. Had the Highway Department notified us of its objection within one year of the date I notified them what the bottom elevation of the stringer would be we could have modified the design and cast the highway crossing in place, making the walls for the flume act as girders. The entire water section is now cast and is made up of precast units. We cannot now change to the type "cast in place" without sacrificing some thirty odd feet of precast sections representing a cost of around $1,000. Moreover, it is too late in the season to cast that type of a structure without incurring great additional expense over what would have been necessary if the work had been done in mild weather.

- - - - -

Herbert D. Newell

RECEIVED
NOV 21 1921
HIGHWAY ENGINEER

Mr. [illegible]:—

The last time I was in Salem I handed to Mr. Rosecrans, the Reclamation Service's print showing proposed structure over the highway.

It was my understanding that he would show certain suggestions on this that would give us the desired clearance and carry the load as well. This I thought should accompany your letter to the Reclamation Service.

Will you please see Rosecrans about this and don't you think the above idea O.K.

R

VICE

mber 15, 1921.

RECEIVED
NOV 21 1921
HIGHWAY ENGINEER

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the Highway Department, we increased the clearance between flume supports at right angles to the axis of the highway by three feet; thus lengthening the span of flume stringers from 24 feet to 31.5 feet. The longer span of the new stringers is largely responsible for their greater depth.

DEPARTMENT OF THE INTERIOR
UNITED STATES RECLAMATION SERVICE

Klamath Falls, Ore., November 15, 1921.

RECEIVED
NOV 21 1921
HIGHWAY ENGINEER

Mr. E. B. Bishop, Division Engineer,
Oregon State Highway Commission,
Klamath Falls, Oregon.

Dear Sir:-

Receipt is acknowledged of your letter of November 12, 1921, referring to the crossing of the concrete flume now in process of construction over the Merrill highway, and stating the vertical clearance which the Highway Commission desires. Under date of November 5th, the Assistant Attorney General of Oregon also wrote about this matter.

It is regrettable that the first and only expression of the wishes of the Highway Department in this matter should be given by the two letters just mentioned, which were written nearly seventeen months after information had been given by this office of the proposed elevation of the bottom of the stringers of the concrete flume. During that interim, the final design of the flume and highway crossing was perfected, the flume sections cast, the footings of the highway crossing placed, also, the forms erected and steel placed for the concrete columns. We are now committed to a type of structure which requires deep stringers, whereas, had the wishes of the Highway Department been made known promptly after receipt of my letter of June 23, 1920, we could have made a design which would have kept the bottom of the new flume at about the same elevation as the bottom of the old.

In order to co-operate with the Highway Department, we increased the clearance between flume supports at right angles to the axis of the highway by three feet; thus lengthening the span of flume stringers from 24 feet to 31.5 feet. The longer span of the new stringers is largely responsible for their greater depth.

No method occurs to me whereby the depth of the stringers can be appreciably decreased; however, I shall be glad to confer with you on this matter at your convenience either at your office or the project office, and will welcome any suggestions how the flume design can be modified to conform with the wishes of the Highway Department.

Very truly yours,

Herbert D. Newell.

Project Manager.

NOTED
E. B. Bishop

DEPARTMENT OF THE INTERIOR
UNITED STATES RECLAMATION SERVICE

OFFICE OF
DISTRICT COUNSEL

Portland, Oregon, November 10, 1921.

RECEIVED
NOV 14 1921
STATE HIGHWAY ENGINEER

RECEIVED
LEGAL DEPARTMENT

State Highway Commission,

Salem, Oregon.

Gentlemen:-

Enclosed is copy of a letter from the Project Manager of the United States Klamath Reclamation Project dated November 7, 1921, with copies of certain related correspondence.

It appears that in rebuilding the flume named across the highway the matter was referred to the field representative of your Commission, who requested a greater clearance between the flume abutments than existed in the old flume.

To comply with such request it was found necessary to make the stringers supporting the flume deeper, thus depressing the highway grade by apparently 18 inches, if the desired clearance is to be had.

To avoid any subsequent misunderstanding, the Project Manager by letter dated June 23, 1920, addressed to the Division Engineer, advised that the stringers of the new flume would be 1.5 feet lower than those of the old structure. In the absence of any objection thereto, acquiescence by the Commission representative was taken for granted and the work had proceeded on that basis.

The preemptory letter of the Assistant Attorney General, some eighteen months after information as to lowering the stringers was given and after the work has been so long under way, does not seem, under the circumstances, the appropriate procedure in presenting the matter to the Federal Government representatives.

It is to be regretted that the Assistant Attorney General considered it necessary to add:

> "You must know that the rights of the Reclamation Service are not paramount over the rights of the public in the use of its highways."

I know of nothing that the Reclamation Service has done or said that would justify the remark; certainly nothing in connection with the building of this particular structure. Every reasonable effort has been made to ascertain the requirements of the Highway Commission engineers and to comply with them.

While usually the Commission engineers consult with the Service people before building bridges over project canals, in a few cases they did not do so, this resulting in the necessity of changing the structures. Perhaps some of the required changes, involving delay and expense, appeared unnecessary to road engineers, who have not had experience in hydraulics and who do not know the effect of pillar and bents in canals in obstructing flow of water or in cutting canal banks. Such failure to confer with the Service representatives was inadvertent and not intentional. The Project Managers on both our Oregon projects speak appreciatively of the cooperative spirit shown by your field men.

Assuming, as the Project Manager's letter indicates, that the road bed depression will not materially affect travel convenience, the Reclamation Service will, of course, if the Commission so desires, bear the expense of such grade adjustment. To stop the work and to now modify the flume plans will impose a large expense upon the Klamath Project farmers that, as the matter has been presented, seems unnecessary. It would be especially unfortunate in these times of acute agricultural depression.

All that the Reclamation Service asks of the Highway Commission in this matter is that it secure full information. That the Commission will exercise common sense and act fairly is taken for granted.

Yours very truly,

H.L.Holgate

District Counsel.

Encs.

Portland, Oregon, November 10, 1921.

State Highway Commission,
Salem, Oregon.

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Yours very truly,

H. L. Holgate

Encs. District Counsel.

DEPARTMENT OF THE INTERIOR

UNITED STATES RECLAMATION SERVICE

Klamath Falls, Ore., November 7, 1921.

From Project Manager,

To District Counsel, Portland, Oregon.

Subject: Oregon State Highway Commission controversy re flume crossing over Merrill road - Klamath Project.

1. Inclosed herewith is copy of letter dated November 5th, from J. M. Devers, Assistant Attorney General, advising us that the grade over the flume we are now constructing, does not fit with the highway grade as established, and threatening legal proceedings if the flume is built so it will interfere with the clearance deemed necessary by the Highway Department.

2. The tone of the letter, and the fact that any letter was written at all, is a great surprise to me. The Oregon State Highway has its division headquarters in Klamath Falls. This office is on amicable relations with its local personnel, and the question of any conflict between the grade of the flume and that of the highway has never been seriously discussed with me by any member of the Highway Department.

3. In order that there might be no misunderstanding, under date of June 23, 1920, I wrote Mr. E. B. Bishop, Division Engineer, and in the last paragraph stated:

> "I wish also to make a matter of record that when the existing large flume on the Merrill road is replaced by a concrete flume, that the bottom of the concrete stringers will be 1.5 feet lower than the bottom of the present stringers."

No reply was ever made to that letter, and this office had every reason to believe that our plans met with the approval of the Highway Department.

4. We had the further reason for believing that the Highway Department should have no objections to the grade of the flume as planned by us, because the constructed flume would not interfere with their obtaining any reasonable clearance. While we can not easily raise the subgrade of the flume, the Highway can easily drop its grade to any extent necessary to obtain a fourteen or fifteen foot clearance. It may be true that the subgrade of the flume, as planned by us, might not give the desired clearance between the grade of the highway as blocked out, but there is no weighty reason why the highway can not be depressed to fit the flume.

5. The axis of the highway and that of the flume make an angle of about 45 degrees. When the design of the flume was first being considered, I took up with the representatives of the Oregon State Highway Commission, the desired clearance between flume abutments. They wished more clearance than existed in the old flume - if I remember correctly, they expressed a wish for a minimum clearance of 18 feet. In order to make the longer span, required for the greater clearance, it was necessary to make a deeper stringer to support the flume than was required for the original flume. In other words, the longer the span, the greater the depth of the stringer required.

6. I believe you should communicate with the Highway Department and see if an amicable adjustment can be reached over a trifling matter. We are now working on the crossing and can not well make changes which could have been made if the Highway Department had taken cognizance of the information given in my letter of June 23, 1920. We shall proceed with the construction of the flume crossing as planned, unless you advise it is necessary to stop work, and any stopping of work means a great addition to the expense, and does not seem to me necessary. You can point out that the Highway Department received full information nearly a year and a half ago, and that it can depress its grade with little or no additional cost, whereas, it is obvious we can not change the grade of the flume to any appreciable extent. Kindly give this matter your prompt attention.

STATE OF OREGON

Legal Department

SALEM

November 5, 1921.

U. S. Reclamation Service,
Klamath Falls, Ore.

Gentlemen:

The attention of the Highway Commission has been called to the fact that the United States Reclamation Service is constructing a flume in Klamath County which will cross the Klamath Falls-Merrill Section of The Dalles-California Highway at station 390, and the Commission is further advised that in your construction of this flume you propose to construct the same so that the clearance required for the highway beneath the flume will be impaired.

This is to advise you that should the flume be so constructed that the required clearance for the highway will be impaired that proceedings will be instituted to enjoin the construction or maintenance of the flume in such way as to impair the clearance required for the highway. You must know that the rights of the Reclamation Service are not paramount over the rights of the public in the use of its highways.

You will please give this matter such attention as it merits.

Yours very truly,

J. M. Devers,

JMD:AP Assistant Attorney General.

Copy-

NOV 14 1921
STATE HIGHWAY ENGINEER

DEPARTMENT OF THE INTERIOR

UNITED STATES RECLAMATION SERVICE

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To District Counsel, Portland, Oregon.

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7. We are crowding the work all we can in the hope of getting as much done as possible before we have to combat winter weather. The flume has to be in operation for the next irrigation season, the crew is organized and the work is going nicely. Any change which would interrupt our work could easily increase the cost of the flume many hundred dollars, whereas, depressing the highway would be a matter of a couple of teams for a day or two. The most the Highway Department could ask is that the extra cost of fitting the clearance of the highway to the stringers of the flume be borne by the Reclamation Service. By extra cost I mean the difference between depressing the highway for the concrete flume, over the cost which would have been necessary to obtain the same clearance with the original flume.

Herbert D. Newell

PR-3

NOTED
H.R.

November 7, 1921

Mr. E. B. Bishop,
Division Engineer,
Klamath Falls, Ore.

File ~~[illegible]~~ Bishop

Dear Sir:

Reference is made to your letter of October 31st in regard to the patching of the penetration macadam adjacent to the city limits of Klamath Falls, on the Klamath Falls-Merrill Section. This matter has been taken up with Mr. Nunn and you are hereby authorized to enter into an agreement with the Warren Construction Company, or some other party, for the performance of the work involved.

In your letter you describe two bases in accordance with which the Warren Construction Company offers to do this work. We note that both of these include the cost of putting the plant in shape to operate and later replacing same in condition for winter storage. We were under the impression that Klamath Falls had recently awarded contracts for bituminous paving within the city limits and it would appear to us that in connection with this work bituminous plants will probably be operated in the near future, either by the Warren Company, or by others. If this is the case, it does not seem that we should be required to bear any expense in connection with the putting of plant in shape for operation.

The price of $5.50 per batch, F.O.B. plant, is rather high for bituminous mixture, but if no work in addition to that involved in the patching of the penetration macadam is to be done from the plant, $5.50 per batch probably could not be considered excessive.

In entering into an agreement for work of this kind it would be well to have the agreement in written form, setting out in detail exactly what items of cost are to be allowed to the contractor and upon what items he is to receive percentage. We would suggest that the price per batch, F.O.B. plant, be understood to include all costs for equipment used on the street as well as the use of the plant itself. I would also suggest that the agreement be so drawn that the only items for which payment will be made to the contractor, would be the unit price for mixture, F.O.B. the plant, payment for labor on the street, payment for any materials necessary in connection with the preparing of sub-base, and payment for the hire of trucks for the hauling of mixture. The contractors should be required to bear all overhead expense, to furnish all tools and equipment other than trucks, in their unit price for bituminous mixture.

You are authorized to proceed with this work at once in accordance with such terms as you deem to be the best obtainable.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ETH

RRED TO
Porbert
Approved BY H. N.

HERBERT NUNN
State Highway Engineer

INEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.,
Oct.31,1921.

RECEIVED
NOV 4 1921
STATE HIGHWAY ENGINEER

Mr.Herbert Nunn,
State Highway Engineer,
Salem,Ore.,

Dear Sir:-

Your attention is called to the maintenance of the penetration macadam from the city limits of Klamath Falls to the beginning of the Klamath Falls - Merrill Section, a distance of one mile.

The Warren Const. Co. agree to do the patching at the rate of $5.50 per batch at plant plus the cost of putting the plant in shape to run and back again for winter storage(should not amount to over $30.00) plus 15% on hauling and work on the street. Or cost of all material and labor plus 15% plus $25.00 per day for plant rental.

If this meets with your approval, please advise and I will prepare maintenance order to cover. Total batches will be between 80 and 100 and cost in place will amount to something like $8.00 per batch. Weather is excellent for this class of work.

Respectfully,

Division Engineer.

EBS

ANSWERED
S. H. P

STATE OF OREGON

Legal Department

SALEM

November 5, 1921.

U. S. Reclamation Service,
Klamath Falls, Ore.

Gentlemen:

The attention of the Highway Commission has been called to the fact that the United States Reclamation Service is constructing a flume in Klamath County which will cross the Klamath Falls-Merrill Section of The Dalles-California Highway at station 390, and the Commission is further advised that in your construction of this flume you purpose to construct the same so that the clearance required for the highway beneath the flume will be impaired.

This is to advise you that should the flume be so constructed that the required clearance for the highway will be impaired that proceedings will be instituted to enjoin the continuance or maintenance of the flume in such way as to impair the clearance required for the highway. You must know that the rights of the Reclamation Service are not paramount over the rights of the public in the use of its highways.

You will please give this matter such attention as it merits.

Yours very truly,

J. M. Devers,

JMD:AF

Assistant Attorney General.

RECEIVED
NOV 14 1921
STATE [illegible]

November 5, 1921

U. S. Reclamation Service,
Klamath Falls, Ore.

Gentlemen:

The attention of the Highway Commission has been called to the fact that the United States Reclamation Service is constructing a flume in Klamath County which will cross the Klamath Falls-Merrill Section of The Dalles-California Highway at station 390, and the Commission is further advised that in your construction of this flume you purpose to construct the same so that the clearance required for the highway beneath the flume will be impaired.

This is to advise you that should the flume be so constructed that the required clearance and the highway will be impaired that proceedings will be instituted to enjoin the continuance or maintenance of the flume in such way as to impair the clearance required for the highway. You must know that the rights of the Reclamation Service are not paramount over the rights of the public in the use of its highways.

You will please give this matter such attention as it merits.

Yours very truly,

JMD:AF

Assistant Attorney General.

November 5, 1921

E. B. Bishop,
Division Engineer,
Klamath Falls, Ore.

Dear Sir:

Your letter of the 28th came during my absence from the office attending the trial of a case in the Federal Court in Portland, hence the delay in answering.

I wish you would notify the officers in charge of the work for the Reclamation Service that should they instal their flume so as to impair the necessary clearance required by the highway over which the flume is constructed that we will institute proceedings to require them to move or reconstruct the same so that the required clearance will be afforded.

I am also notifying them by letter of this fact, but I would like to have you personally, in the presence of a witness, advise them as to the necessary clearance that we must have. I am sorry that I did not get time to institute proceedings before they reached the road, but fear now that that is impossible for I have two other law suits pending that will prevent me going down there for a couple of weeks at least.

Yours very truly,

JMD:AF

Assistant Attorney General.

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.
Oct. 28, 1921.

RECEIVED
[illegible] 1 - 1921
LEGAL DEPARTMENT

Mr. Herbert Nunn,

State Highway Engineer,
Attention Mr. Devers

Salem, Ore.,

Dear Sir:-

Reference is made to conversation which I had with you sometime ago when we discussed the advisability of getting out an injunction against the U.S. Reclamation Service in the matter of a flume at Station 390 on the Klamath Falls - Merrill Sec. of the Dalles - California Highway.

The flume is being rapidly installed and should reach our road within four or five days so you will see that immediate action is necessary.

Yours truly,

E. B. Bishop
Division Engineer.

EBB

RECEIVED
OCT 31 1921

PA 31

October 13, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Please refer to your letter of September 24th regarding the federal aid projects in Klamath County, and particularly the matter of widening embankments on federal aid project No. 31.

An inspection of this project was made by the State Highway Engineer on October 3rd, at which time the Division Engineer outlined plans which seemed to be adequate for the completion of this work.

We therefore, look for no undue delay in getting the work started.

Respectfully yours,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

cc. E. B. Bishop, Division Engineer, Klamath Falls, Oregon.

REFERRED TO
Kelly
BY H. N.

NITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

POST OFFICE BUILDING,
PORTLAND, OREG.

September 24, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

An inspection has been made of projects in the Klamath Falls district.

It was noted that nothing has been done in the way of remedying defects on Oregon Federal Aid project No. 31 as per your letter of instructions to your District Engineer, a copy of which you forwarded to us. We believe this work should be done without delay and that the Division Engineer should be requested to give the matter his immediate attention.

On the sections where the width is deficient the Division Engineer should be instructed to build up the slopes in such a way that the roadway can be maintained to its full width. We know from our conference with Mr. Nunn regarding this matter that it is his intention that the job be brought up to the same high standard prevailing on State work in other Divisions and it might be advisable to make this clear to your Division Engineer and that it is not merely intended to patch out the width in a few spots.

Yours very truly,

C. H. Purcell

District Engineer.

Copy to
Mr. Bishop.

Sep

9-27-1921

Enterprise Irrigation Company,
c/o Mr. B. W. Short, County Commis
Klamath County,
Klamath Falls, Oregon.

Gentlemen:

I am requested by the State Highway Department to take up with your company, a complaint that there has been constructed by the Enterprise Irrigation Company at various places underneath the Klamath Falls-Merrill Section of The Dalles-California Highway, culvert pipes, which pipes have been installed at the following stations on said highway:

103 plus 50
111 plus 00
210 plus 00
219 plus 00
245 plus 00
252 plus 00
263 plus 00

It is claimed by the State highway engineers that these pipes are not installed in harmony with the plans and standards of the Department, and that by reason of that fact, the highway is now, and will be in the future, damaged by the action of water which will be directed thru these culverts. The standards and designs of the Highway Department require that, in connection with the culverts, headwalls be constructed at the ends of pipe for the protection of the imbankments.

I understand that these pipes were constructed by the Enterprise Irrigation Company after this highway was designated as a State Highway. In connection with this fact, I call your attention to Chapter 162 of the Laws of Oregon for 1921, which act provides that in the construction of such culverts, the person or corporation constructing the same must construct such type, where a state highway is being crossed, as will meet with the approval of the State Highway Commission.

You can readily see that the Irrigation Company will be responsible for all damage done to the highway by reason of the installation of these culverts. You will also discover, by reading the statute relative to this subject, that the Irrigation Company is required to comply with the request of the Highway Department with reference to building headwalls.

Enterprise Irrigation Co. - #2 9-27-1921

May I have an early reply from you informing me just what the attitude of the Irrigation Company is regarding this complaint?

It is the desire of the State Highway Department that the matter be amicably adjusted if possible, but it must be borne in mind that the protection of the highways is a matter which has been intrusted to the Highway Commission and the Commission is expected to meet its responsibility in this particular.

Thanking you for your reply, I am,

Yours very truly,

Assistant Attorney General.

JMD:LM

FORM 3A 10M-8-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

REFERRED TO
Devers
BY H. N.

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Oregon.
Sept. 24, 1921

1921-P31

Mr. J. M. Devers
Ass't to the Attorney General
Salem, Oregon

Dear Sir:-

Following is a list of pipes which have been installed across the Klamath Falls - Merrill Section of the Dalles-California Highway, by the Enterprise Irrigation Co. (Mr. Burl Short, Pres) since same has been improved as a State Highway. Although I have at several different times requested Mr. Short to place headwalls at the ends of these pipes, for embankment protection, he has not done so claiming that it should be done by the State.

Sta	Diameter of Pipe	Headwalls Required
103+60	18 "	2
111+00	30 "	2
210+00	36 "	2
219+00	18 "	2
245+00	36 "	2
252+00	18 "	2
263+00	18 "	2

The embankment at several of these pipes has already sluffed off leaving the roadway consequently narrow and dangerous to traffic. After another season this will be more pronouced.

When you write to these people it might be well to enclose a print showing our Standard Headwalls, or I can give them this information from this office

Respectfully

Division Engineer

E.B.B./C.L.H.

Sept. 7, 1921

Mr. W. T. Daily,
Res. Engr.,
Klamath Falls, Ore.

File

Dear Sir:

A check of your final estimate on the Klamath Falls - Merrill Section of The Dalles-California Highway is in progress and we are unable to find any remeasurement notes between the following stations;- 51 + 29 and 142 + 00; 198 + 00 and 529 + 60.

Also no notes on bridges or culverts can be found in the records you sent to this office.

No computations on overhaul were sent and the only reference we can find to overhaul is on the profile.

All final estimates sent to this office must be supported by field data or the authority for using any of the quantities shown on the estimate sheets.

Please give this your prompt attention as final check on this job will be held up until more data is furnished.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer.

Dic. by E. S. Woodford,

ESW

c. c. to E. B. Bishop - Klamath Falls.

FA 31

September 6, 1921
File:

Mr. W. B. Bishop,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

At a recent conference with Federal Aid authorities, we agreed to do some betterment work on Federal Aid Project No. 31 between Klamath Falls and Merrill, and, with this understanding, they are to final the work and final voucher will be passed for payment as soon as it can be audited.

The betterment work is to handled as force account, and you will please forward to this office, at your earliest convenience, an estimate and maintenance order to cover same. The work to be done is, as follows;

All borrow pits which are obstructed by approaches are to be opened by culverts or drain tile.

Near station 190, where the ditch encroaches on the travelway, roadbed is to be widened.

Guard fences are to be built to protect traffic from the open irrigation ditches which connect with siphons under the roadway.

Roadway to be widened wherever it is less than 20 feet in width and too narrow for safety.

Such other work as the Division Engineer may think is necessary to prevent accidents and to preserve the roadbed.

Very truly yours,

State Highway Engineer.

[illegible]
cc-C.L.McKesson

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

ANSWERED
SEPT [illegible]

IN YOUR REPLY PLEASE
REFER TO FILE No.------

August 31, 1921.

SEP 1 1921
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem, Oregon.

Gentlemen:-

An inspection has been made of Oregon Federal Aid project No. 31.

On portions of the project, particularly on the section between Klamath Falls and the junction with the Dairy-Olene section, the shoulders have been broken down leaving the roadway considerably less than 20 feet in width and too narrow for safety. At numerous places guard fences should be provided to protect traffic from the open irrigation ditches which connect with siphons under the roadway. In one place (near Station 190) the open ditch actually encroaches on the travelway. Borrow pits are obstructed in a few places by approaches built to connect with farm roads, and this may result in impaired drainage.

Acting upon the verbal assurance given the writer today by Mr. Nunn, that the objectionable features will be remedied at once by the State as maintenance or betterment work, we are today finalling the work and final voucher will be passed for payment as soon as it can be audited.

It is also pointed out that considerable dragging will be necessary as soon as wet weather comes in order to secure a smooth uniform surface on the roadway.

Yours very truly,

C J McKesson
Acting District Engineer.

m No. 65.

PR 31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 23, 1921

Job Name Klamath Falls-Merrill Week from July 16 to July 23

Mail Address ″ ″

Highway Dalles-Calif

Telegraph or Telephone Address Klamath Falls

County Klamath Job Prefix 18 PC

Express and Freight Address

RECEIVED
STATE HIGHWAY

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This contract has been completed except for about 150 feet under the U.S.R.S. flume at Sta. 398 which must be delayed until the flume is removed this fall.

A gang of men were employed this week cleaning up around ditches and bridge approaches.

NOTED
E. B. Bishop

Signed W. T. Daily

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 14.68
Miles completed 14.65
Miles completed except finishing
Miles covered by contractor's forces
Miles cross-sectioned 14.68
Miles cross-sections completed and checked 14.68
Miles to be remeasured —
Number men in Engineering Party —
Contractor's average force for week 6 men,
teams, steam shovels
Grading work will be completed about

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 14.68
Miles completed 14.65
Miles partially done
Average daily yardage placed this week
Average daily yardage necessary to complete on time
Contractor's average force for week men,
teams, trucks
Percentage of total required yardage now in place
Surfacing will be completed about
Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed
Miles of preliminary staked
Miles of location staked
Per cent of field work complete
Per cent of office work complete
Number days worked on this project
Number men in party
Salary expense this week
All other expense this week
Previous total expenditure this survey
Total expenditure including this week
Survey will be completed about
Completed survey will cost about
Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project
Miles paving completed
Average daily sq. yds. this week
Miles shoulders completed both sides
Contractor's average force for week men,
teams, trucks
Percentage of total required yardage now in place
Job will be completed about
Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 18 PC Percentage 100
Other jobs Percentage
Other jobs Percentage
Other jobs Percentage

OREGON STATE HIGHWAY COMMISSION

Klamath Falls, Ore.
May 19, 1921.

PR 31
31

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.,

Dear Sir:-

Grading and graveling on Project #31, Contract #229, Klamath Falls-Merrill Sec. of the Dalles-Calif. Hwy. has been completed. All of the culverts and head-walls have been installed. There remains to be done but two small wooden bridges and these will be built as soon as irrigation water can be taken care of.

This information in case you care to decrease his retained per centage.

Yours truly,

E.B. Bishop
Division Engineer.

E.B.B.

Recommend release if requested R.K.

Percentage released
HN

RECEIVED
MAY 23 1921

L

August 31, 1920.

P. R. 31.

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
P.O. Box 4167,
Portland, Oregon.

Dear Sir:

I understood from my conversation with our Mr. Bishop, Division Engineer at Klamath Falls, that your department had condemned the material now being used between Klamath Falls and Merrill and am pleased to note that I was misinformed in regard to this matter.

I went over this work personally on the 7th day of this month and found that the facts were as stated by your department; i.e. that the material was not compacting as well as should be expected.

It appeared to me that the amount of water being used was insufficient and that there was no possibility of compacting this material without the use of binder.

In carrying out the agreement made by Mr. S. Benson with Mr. C. H. Purcell, this office has ordered the use of more water and continuous rolling and has further ordered that the base be laid over the entire length of road before the top is placed.

I have recommended to the Highway Commission the use of at least two inches more material to be placed next spring at the state's expense, and further that the contractor be required to maintain this gravel throughout the winter by continuous blading, and I believe that this careful maintenance will produce a good piece of work.

Respectfully,

State Highway Engineer.

HN:HI

NOTED
KELLY BY

PP 31

August 24, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

In your letter of May 27th in connection with Federal Aid Project No. 31 you request that we advise you as to what steps have been taken to maintain certain structures on this project. This matter was referred to our Resident Engineer at Klamath Falls, and we just now have his reply.

The situation in regard to all of these structures is practically the same as outlined in our letter of November 12, 1919. The County Court of Klamath County has promised to paint and re-deck the steel bridge at Sta. 279/00, this work to be done during the present season.

At Sta. 389/80 the Reclamation Service will replace the wooden irrigation flume with a concrete structure conforming to the standards of this Department and your Bureau as regards both horizontal and vertical clearances. This structure will be built in 1921.

We now have up with the U. S. Reclamation Service the matter of replacement of the bridge at Sta. 74/50. It has not yet been determined whether this structure will be paid for by the State or by the Reclamation Department. In any event, however, a new bridge will undoubtedly be constructed at this point during the 1921 season.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer,

SHP:MT

OREGON STATE HIGHWAY COMMISSION

Klamath Falls, Oregon,

Aug. 20, 1920

File: P.R. No.31.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

For the information of the Bureau of Public Roads. At Sta. 74 plus 50 it has been decided by our Bridge Department to replace the present structure with a seventy foot span during the season of 1921. There is some question as to whether the State or the Reclamation Service will have to bear this expense and the matter is at present in the hands of the legal department.

The existing steel bridge at Sta. 279 plus 00 is in need of painting and redecking and the County Court promises to attend to this.

At Sta. 389 plus 80 there is at present a wooden irrigation flume which will be replaced during the season of 1921 by the Reclamation Service with a concrete structure which will conform to our standards both as to horizontal and vertical clearance.

AUG 23 1920

Yours truly,

E.B. Bishop
Division Engineer.

Noted
S.A.P.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads
Oregon F. A. 31

August 12, 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I enclose herewith memorandum of conversation with Mr. Benson who called me up today regarding this project, also memorandum of conversation prior to this between Mr. Benson and Mr. McKesson of this office.

Mr. Huber called at Mr. Benson's office, and I believe was present at the time of this telephone conversation. These memoranda are sent you for your information and to complete your records.

Very truly yours,

CH Purcell

District Engineer.

August 12, 1920.

MEMORANDUM:-

Mr. Simon Benson, Chairman of the Oregon State Highway Commission, called up in regard to Oregon Federal Aid Project #31. He stated that he understood we objected to gravel from the Hatch pit now being used on this project, and that he thought if this gravel were used and allowed to remain until the winter rains it would probably made a satisfactory surfacing.

He stated that there was some doubt in his mind about the advisability of watering the gravel. I told him that, while the gravel was a very fine gravel, it was our opinion that watering with truck would probably compact the gravel rapidly and with the present truck traffic we would have a satisfactory surfacing over the entire length. I called his attention to the fact that on Oregon Project #15 conditions are very similar, and that excellent results are there being secured by the use of sprinkling tanks at a cost of about $250.00 per mile. I told him that, if watering is not begun at once and followed up, there would probably be a great deal of complaint from the people in this section over the condition of the road during the winter, as they would have a gravel pit eight inches in thickness to plow through. I also called his attention the fact that there is a supply of water available for sprinkling in the irrigation ditches adjoining the roadway.

He seemed to be talking the matter over a few minutes with someone in his office and then told me he would arrange to have the sprinkling done.

GLMcK

Con

August 12, 1920.

MEMORANDUM OF CONVERSATION WITH MR. BENSON

Mr. Simon Benson telephoned this office and stated that since his conversation with Mr. McKesson he had talked with the contractor on Oregon F. A. project No. 31, and the contractor stated that on account of the hot dry winds and hot nights, if we would postpone putting the water on this road for about two or three weeks, he would put on sufficient water to make this job satisfactory to this office. I called Mr. Benson's attention to the fact that after two or three weeks Mr. Huber would try to abandon the job without doing certain work. Mr. Benson said this would not be the case and that he would insist on water on this road and that Huber had promised him that this would be done. He said that if this was not satisfactory to this Bureau, they would be willing to withdraw it as a Federal Aid project. I asked if that meant we would get our money back and he said Yes, that our money would be returned. I said that we did not desire this, but wanted this road built according to the plans and specifications, and that building it according to the plans and specifications was the only way to make it satisfactory to this Bureau. He agreed to this but said he saw no reason why the watering could not be done 2 or 3 weeks later. I told him we would proceed on this basis and if it was not done that we would then withdraw.

PURCELL

CHP EJ

PR 31

OREGON STATE HIGHWAY COMMISSION

Klamath Falls, Oregon,

Aug. 5, 1920.

Subj: Post Road No. 31.

RECEIVED
AUG 7 19

NOTED
C. C. KELLEY

Mr. C. C. Kelley,

Assistant Engineer,

Salem, Oregon.

Dear Sir:-

In re - your letter of the 31st ultimo.

The shovel was turned and started digging along the south boundary of the county R/W as directed by you. After a few days digging, a bank of approximately six feet of solidified 100 mesh sand was encountered. Hauling was stopped and this material ordered wasted. The shovel digging and two trucks hauling were kept busy wasting this material for a period of five days. The depth of the strata increased to a depth of about fifteen feet and seemed to flatten out to a lesser angle with no immediate prospect of playing out.

It seemed an imposition on the contractor to ask him to dig further in this material and shovel was then ordered back to the north side of the pit and instructed to dig around this ledge of 100 mesh material. It is at present engaged in this operation.

I doubt very much if we find at any place in the pit, a strata of acceptable gravel of more than three feet in depth.

While we have been prospecting for gravel that will meet our specifications and trying to devise some means of constructing a water bound gravel macadam road out of sand it would appear that one third of the total estimated yardage has been put onto the road. If we will just continue having reports on this material for about six weeks longer the job will have been completed and our troubles over or just started, I can't exactly say which.

Yours truly,

E.T.S.
E. B. Bishop.
Division Engineer.

July 31, 1920

P. R. 31

Mr. E. B. Bishop,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

I note your letter of July 25th to Mr. Nunn describing the condition of the Hatch Gravel Pit materials from which we are using for the surfacing of the Klamath Falls-Merrill Section of the Dalles-California Highway.

You will recall that on my inspection of this work on June 14th that it was decided to turn the shovel in a westerly direction and develop the pit in the direction of the small round test pit beyond the limits of the County right of way on private property and that if more satisfactory materials were encountered in this part of the pit, that the excavation be made along the right of way of the County road and that if more suitable materials did not develop in the County right of way that the private property be acquired and the excavation be carried on to this property. From your letter and reports on inspection made by Dr. Lasell and the Bureau of Public Roads, it would indicate that this plan has not been carried out. Will you kindly advise in this respect?

In case this plan was carried through as outlined, and materials not suitable for this work and which do not pass our specifications were encountered, then it will be necessary to suspend this project, but we wish a complete report in the matter and will endeavor to look the job over again before any drastic action is taken.

In the matter of placing this gravel it will be necessary for the contractor to provide more water facilities and it is also suggested that a base course be placed to a thicker depth in the center
th and on the edges and laid and compacted for a considerable distance in advance of the top course. The gravel can later be cut down to provide

the full width of the thickness as shown on the typical sections. A light drag should also be used to keep the ruts filled up during the progress of hauling.

It is suggested that you place a competent inspector on this work in addition to the rock checker, with complete authority under the Resident Engineer to direct the placing of this material.

Yours truly,

Assistant Engineer.

CCK:LM

8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST-OFFICE BUILDING
PORTLAND, OREGON

July 26, 1920.

Engineering - Post Roads,
Oregon F.A. 31.

REFERRED TO
Bishop-Kelly
BY H. N.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Following an inspection of Oregon Federal Aid Project No. 31, we desire to make the following recommendations as to changes in construction:

The gravel surfacing at the present time is being placed in layers, each layer watered and rolled. The trucks hauling gravel over this new surfacing immediately loosen it up and with the extremely fine gravel being used the first result is a sand bed, about eight inches in thickness. No further attempt is being made to water or compact the surfacing. It is very necessary that immediate steps be taken to secure a proper compacting of surfacing material and we recommend that this be done by providing sufficient sprinkling wagons or trucks to keep the gravel constantly damp under the truck traffic which is now hauling gravel over it. Light drags should also be constantly used and this procedure adhered to until the gravel is thoroughly compacted and smooth.

On the remainder of the work we would request that the gravel in the base course be placed and thoroughly compacted under truck traffic before the surfacing gravel is added. This will probably mean that the entire base course should be placed before the top course is brought on the job. Your Mr. Kelley's suggestion that each course be placed to a thicker depth on the center than on the edges instead of in a layer of uniform thickness is a good one and is fully approved by this office. The gravel can later be spread to the full thickness and width shown on the typical sections.

It is very desirable that arrangements should be made to provide broken stone macadam for the portion of this road from Klamath Falls to the Dairy-Olene junction. We would request that you negotiate towards securing this but feel that the price of $1.00 additional per cu. yd. asked by the contractor is excessive in view of his original bids on this work.

JUL 28 1920

The resident engineer in charge of this work, seemingly a capable young man, has about 30 miles of road construction to supervise and it seems very desirable that a capable inspector be placed on this job to supervise the details of the work. The gravel checker on the job has sufficient to attend to without attempting to act as an inspector, and we feel that the presence of a capable inspector, working under the direction of the resident engineer and the division engineer, will secure much more satisfactory results.

These matters were discussed in a conference with Mr. Kelley on July 24th, and we believe he fully concurs in the foregoing recommendations.

Yours very truly,

C H Purcell

District Engineer,

water and drag until traffic had packed it. This however to my notion

8

PR 31

OREGON STATE HIGHWAY COMMISSION
Klamath Falls,Ore.

July 25th,1920.

File 18 P C

RECEIVED
JUL 26 1920

Mr.Herbert Nunn,
State Highway Engineer,
Salem,Ore.,

Dear Sir:-

Since our conversation of the 20th inst.I have studied from every angle the Hatch Gravel Pit,which is the source of supply for the material being used on the Klamath Falls-Merrill Sec. of the The Dalles-California Highway,and have come to the conclusion that this material is not suitable for road surfacing.

This pit lies in stratas which recline on an angle approximating 45 degrees. There is an averburden consisting of a fine sandy,clayey material of about three feet in depth; we then find a six feet bank of solidified 200 mesh sand and underneath this we have a mixture of fine gravel and sand all of which will pass a ¼ inch screen and about fifty per cent of which will pass a one-hundred mesh screen.

This material when placed on the road will not pack when watered and rolled; it will pack in time however from traffic and the action of the elements.

Used as road surfacing,this material will withstand light automobile traffic but will not stand up under heavy truck traffic.

The contract price of $3.20 per cu.yd. is more than this material is worth to us on the road and should you decide to continue its use,some adjustment in price should be made with the contractor whereby he would be permitted to discontinue the use of the roller; we could then use state forces and water and drag until traffic had packed it. This however to my notion would be only temporizing.

It is my reccommendation therefore that this contract be canceled for the reason that the material does not comply with our specifications, and thatthe project be readvertised on a broken stone basis.

To date about nine thousand cubic yards of this material have been placed on the road; the contract calls for 30600 cu.yds.

This should receive your early attention inasmuch as from two hundred cubic yards to five hundred cubic yards are being placed on the road daily.

Respectfully,

E. B. Bishop

Division Engineer.

OSKAR HUBER
General Contractor
227 SHERLOCK BUILDING
PORTLAND, OREGON

7/20/20

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Referring to your estimate #11 on the Klamath Falls-Merrill Section of The Dalles-California Highway in Klamath County, beg to call your attention to a deduction made on account of rental of caterpillar, which amount is $898.21. This bill is dated April 15th, on which date we referred this to our Mr. Leighton at Klamath Falls who in turn took the matter up with your Mr. Bishop and it was mutually agreed between these parties that rental on this ~~contract~~ tractor should not start until March 1st.

We trust that you will see that proper credit is given.

Yours very truly,

OSKAR HUBER

By [illegible] Force

CEF-G

APPROVED
DIVISION ENGINEER

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
527 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

1

REFERRED TO
R G K
BY H. N. Bishop has been instructed to investigate other Pits

Klamath Falls - Merrill

July 16, 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

I visited the work on this section on Monday, July 12th. The gravel being used is in my opinion altogether too fine to make a good road, as over 80% of it is sand which passes a ¼ mesh screen. So far the material does not appear to have packed very well. It is my opinion that a drag could be used successfully to help pack this material by keeping the truck ruts filled. This drag will accomplish the purpose much better than a grader. I am furtherof the opinion that the so-called gravel should be wet until such time as it is packed thoroughly.

Similar material has been used by the County on roads in this vicinity and these are packed very well and stand up well under ordinary automobile traffic. Heavy trucks, however, cut through the fine gravel and leave the road badly rutted.

I understand that good rock can be had from a quarry operated by the Huber Co., contractors, on the Klamath Falls-Dairy road, and it is my opinion that this crushed rock will make a much more substantial road than can be obtained with the fine gravel.

A visit was made to the gravel pit and the contractor should be required to strip the dirt and sand rock from the top of this pit.

A large part of the country through which this road goes is under irrigation, or will be under irrigation. This means that the water will be carried in ditches very close to the road. It is my opinion that in this case the grade should be raised at least 2 feet above the level of the surrounding country in order that the base may not become saturated. A number of places were noted where the old roads built by the county and graveled with similar material had broken through as soon as the irrigating water was let into the ditches

I strongly recommend that the use of crushed rock on as large a portion of this section be done if possible.

Respectfully submitted,
E W Lazell

EWL-S
In duplicate CC E. B. Bishop

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

Klamath Falls - Merrill

July 16, 1920

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I strongly recommend that the use of crushed rock on as large a portion of this section be done if possible.

Respectfully submitted,

EWLazell

EWL-S
In duplicate CC E. B. Bishop

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

June 3, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

The project agreement and certificate to cover Oregon project No. 31, has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

leb-lba.

By

Assistant in Road Management.

Noted

Enclosures.

Copy for State Highway Department

Form P. R. I. 2

State Oregon

Project No. 51

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of May, 1920, by and between the State Highway Commission of Oregon, constituting for the purpose hereof, the Highway Department of the State of ~~hereinafter called the Highway Department,~~ and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 8th day of September 1919 a project statement, which was approved by the Secretary on the 3rd day of November, 1919 for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 27th day of April, 1920, and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of eighty-five thousand, two hundred and sixty-seven and 62/100 dollars ($85,267.62) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State Sale of Bonds authorized by Legislature under Chapter 173, Laws of 1917, to meet Federal aid offered.
and citation), appropriating dollars.

* (*b*) By the County of Klamath, in accordance with resolution of March 3,
By tax levy or bond issue authorized by act of ....(date and citation).
1920, by the County Court of Klamath County, appropriating $42,453.81, and any additional sum necessary to meet the county's share of the cost of the project.

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point about 2.45 miles southeast of Klamath Falls at survey sta. 51+27.0, and a point 3 miles northwest of Merrill at survey station 826+80,
terminal points, a distance of 14.68 miles, known
locally as the Dalles-California Highway, Klamath Falls-Merrill Section, Klamath County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, and new structures deemed necessary by the Secretary or said agents but not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without federal aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of eighty-five thousand, two hundred and sixty-seven and 62/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of one hundred and seventy thousand, five hundred and thirty-five and 25/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ....

....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... of ....
(State or county.) (Name.)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer, Salem, Oregon
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** (State or county.) of

Oregon
(Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

,IT IS HEREBY DECLARED To be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .... (Include reference to statute making .... appropriation and probable amount annually available.) ....

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the

27th day of April, 1920

State Highway Commission of Oregon
(Official title of Highway Department.)

By S. Benson
Chairman, State Highway Commission.
(Title of officer.)

By R A Booth
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By Ed E Kiddle
Member, State Highway Commission.
(Title of officer.)

By ....
(Title of officer.)

By ....
(Title of officer.)

By ....
(Title of officer.)

[SEAL.]

C F Marvin
Secretary of Agriculture.

CWB

RECEIVED
JUN [illegible]
U.S. DEPARTMENT OF AGRICULTURE
BUREAU OF
PUBLIC ROADS

U.S. DEPARTMENT
MAY 9

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point about 2.45 miles southeast of Klamath Falls at survey sta. 51+27.0, and a point 3 miles northwest of Merrill at survey station 826+80, locally known as the Dalles-California Highway, Klamath Falls-Merrill Section, Klamath County, and designated in the records of this Department as Project No. 51, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $170,535.25 as the total estimated cost of said project, and the sum of $85,267.62 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 27th day of April one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

C. F. Marvin
Secretary of Agriculture.

S. BENSON,
W. A. BOOTH,
J. N. BURGESS
ROY A. KLEIN

OREGON STATE HIGHWAY COMMISSION

PR
31

May 25, 1920.

Mr. E.B.Bishop,
Klamath Falls, Oregon.

Dear Sir:

We have discussed with Mr. Nunn, the matter of roadbed cross-section to be used across the flat irrigated fields ~~fills~~ south of Klamath Falls on the Klamath Falls-Merrill Project. We are enclosing herewith a sketch showing the type of roadbed which meets with his approval. You will note that this Section is considerably higher than the section submitted by you with your letter of May 22d, and that it involves a very considerable amount of excavation. The excavation quantities average approximately 6,850 cubic yards per mile. This is an increase of some 300 or 400% over the quantities originally estimated for the section of line involved. Mr. Nunn is satisfied, however, that the roadbed through this section must be built up at least one foot above the level of the surrounding country.

Due to the width of this section and the great depth of ditches, you may find that this Section will be impracticable to construct with the ordinary road grad~~es~~er, and that fresnoes and scrapers will therefore be required. If this is the case, it might be more desirable to use strictly side borrow section building a fill of proper height with 1½ to 1 slopes. Such a section would probably be cheaper to construct from the contractor's standpoint, but would not give nearly as desirable a section from our standpoint. Would suggest that you try out constructing this section with road graders, and that you let us hear from you in regard to the results attained.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-JM

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.

May 22, 1920.

In re:- Roadway sections.

Mr. S. H. Probert,
Office Engineer,
Salem, Ore.,

RECEIVED
[illegible] 1920
ENGINEER

Dear Sir:-

When Mr. Nunn was here yesterday he was very much opposed to the 30' section we are using through the irrigated fields; also our low grade line.

He suggested that I use a wider section sending same to you for your approval; he thought a forty six feet grader-section would be about right but the forty-four feet section that I am enclosing seemed to me to be O.K.

It is expected that this section will be used on all the unopened work with a minimum fill of one foot thru irrigated lands.

For his information you might tell Mr. Nunn that I have had finishing stakes set over the grade that we were looking at the other evening and find that the present grade is anywhere from five tenths to one foot below profile grade. It is my opinion that this grade will be acceptable when same is brought to profile elevation but if it should seem low I will raise it.

Will you please advise me at once if this section meets with your approval; I think it will not materially increase our yardage.

Yours truly,

Division Engineer.

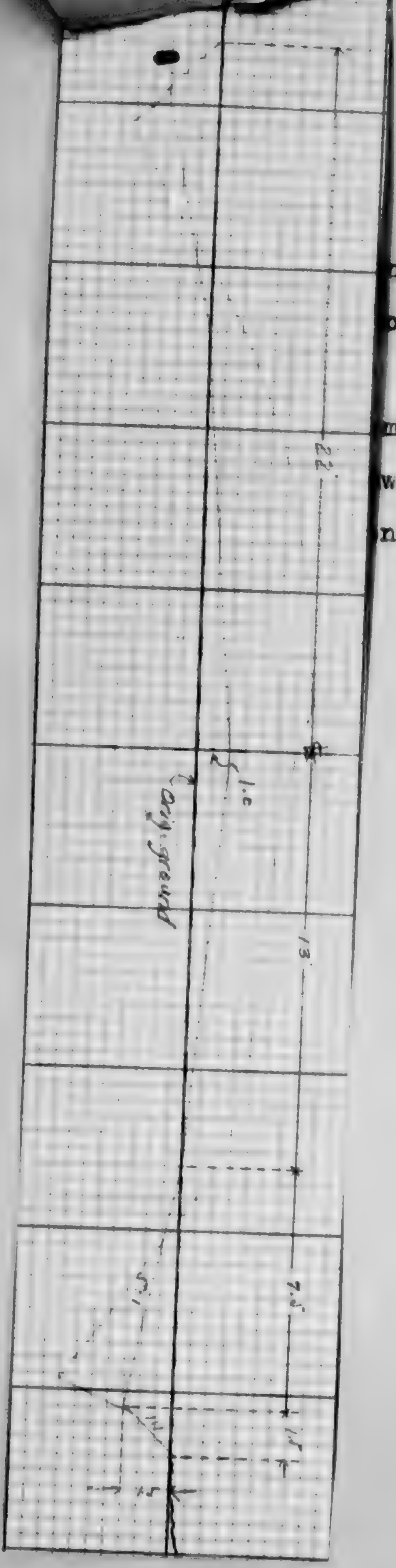
ANSWERED
S. H. Probert

HERBERT NUNN
STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
SALEM

Klamath Falls, Ore.
April 16, 1920.

PR
31



ngr.
on.

mmenced on the Klamath Falls-Merrill Sec., way, Fed. Aid Proj. #31, Dist. #1. State Job #18 P.C., ntractor, on March 3rd. 1920.

Yours truly,
C. M. Hurlburt
C.M. Hurlburt.
Res. Engr.

E. B. Bishop

[illegible] 1920

FORM 2A 2M-11-19

ENSON, PORTLAND, CHAIRMAN
A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Klamath Falls,Ore.
April 16,1920.

PR
31/

Mr.Herbert Nunn-
State Highway Engr.
Salem,Oregon.

Dear Sir-

Work commenced on the Klamath Falls-Merrill Sec., Dalles-Calif.Highway, Fed.Aid Proj.#31,Dist.#1.State Job #18 P.C., by Oskar Huber,Contractor,on March 3rd.1920.

Yours truly,
C.M.Hurlburt
C.M.Hurlburt.
Res. Engr.

E. B. Bishop

[illegible] 1920

Form 89

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Klamath Falls - Merrill

Date March 28 1920

Week from 22 to 27

Highway Dalles - Cal

Job Prefixes 18 V.E. - P.C.
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Klamath

Survey will be completed about

Number in party

Camp location

Mail address 210 Main St - Klamath Falls - Ore

(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Reported for duty - March 22 -

Went over the Klamath Falls - Merrill & Dairy Sections which are under contract -

No work being done on the grading - Contractors fixing camp & equipment at Hatch Ranch -

Signed C. M. Hurlburt

Title Res Engr.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO.____

March 27, 1920
(Date)

District Engineer,
204 Post Office Building,
Portland, Oregon.

Dear Sir:-

We have today recommended to the Chief of Bureau the approval of the plans, specifications and estimate for Oregon Federal Aid Project number 31.

We are sending you, herewith, two copies of the agreement estimate which will be used as the basis of the project agreement.

Noted

Very truly yours,

Chief Engineer.

(Enclosures)
2 copies agr. est

Est of Nov 12, 1919
$170,535.75

7.a. #31

RESOLUTION

WHEREAS, the State of Oregon, by its State Highway Commission, and the Federal Government, by and through its Bureau of Public Roads, have designated for improvement that certain section of highway in Klamath County, known and designated as the Klamath Falls-Merrill Section of The Dalles-California Highway, which said section of highway is to be improved as a post road project; and,

WHEREAS, the cost of improving and constructing said section of highway, which said cost is estimated to be of the sum of $170,535.25, is to be borne proportionately by the Federal Government, the State of Oregon, and the County of Klamath, in the following proportionate amounts: fifty percent of the estimated cost of said improvement to be paid by the Federal Government; twenty-five percent by the State of Oregon, and twenty-five percent by the County of Klamath; and,

WHEREAS, the improvement of said section of highway as contemplated, will be of special benefit to Klamath County; and,

WHEREAS, it appearing to the County Court of Klamath County, that there should be at this time appropriated out of the______________________________ funds of the County, a sufficient amount to pay Klamath County's proportionate amount of the costs of said improvement;

THEREFORE, be it, and it is hereby resolved by the County Court of Klamath County, sitting at this time as a County Court for the transaction of County business, that Klamath County does hereby approve of and adopt the proposal to improve and construct the said section of highway herein designated for improvement as a post road; and said County hereby obligates itself to pay its just proportionate share of the total completed cost of the improvement of said section of highway, which said total cost is estimated at the sum of $170,535.25.

And be it resolved that there be, and there is hereby set aside, and appropriate out of the____ funds of the County, the sum of Forty-two thousand, six hundred and thirty-three and 81/100 Dollars ($42,633.81), to be used and applied on the cost of said improvement.

And be it further resolved that should the final cost of said improvement exceed the said estimated cost of $170,535.25, then the said Klamath County does hereby obligate itself to pay its just proportionate share of the ultimate cost of said improvement over and above the said estimated cost.

Be it further resolved that this resolution be entered in the County Court Journal, and that a duly certified copy of this resolution be delivered to the Federal Government by delivering the same to its Bureau of Public Roads, and that a like copy be delivered to the Oregon State Highway Commission, the delivery and receipt of which said copies shall be deemed sufficient to authorize the improvement of said section of highway, and shall thereby become a binding obligation on the County of Klamath for the purpose and to the extent herein stated.

February 27, 1920.

PR 31

Mr. E. B. Bishop,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

I sent you the following telegram this date:

> "Bureau Public Roads advises us that gravel on project number thirty one will be acceptable provided certain portions of pit are used. You may proceed to develop this pit."

Mr. McKesson advised me this morning that the sample submitted on Project No. 31 was too fine but that it did not necessarily mean that the pit was turned down, and, in fact, stated that the pit would be acceptable to them if some of the finer portions were eliminated.

I think by carefully choosing the coarser spots in the pit you will be able to get a satisfactory material and that we will have no further trouble in regard to this matter. You may proceed accordingly.

Respectfully,

State Highway Engineer.

HN:HI

COPY OF
WESTERN UNION TELEGRAM

is desig-
ge will be trans-
s a full-rate telegram.

February 27, 1920.

E. B. Bishop,
Klamath Falls, Oregon.

Bureau Public Roads advises us that gravel on project number thirty one will be acceptable provided certain portions of pit are used. You may proceed to develop this pit.

Herbert Nunn

(Chg. Highway Dept.)

February.

Respectfully,
Earl Withycombe
Division Engineer.

NOTED
E. B. Bishop

FORM 4 5M-5-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. [illegible]OOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

PR 31

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

Klamath Falls, Oregon

(ISPC)

Jan. 26, 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Subject Klamath Falls-Merrill Right Of Way

Dear Sir;

On Jan. 23 the Klamath County Court made a personal canvass of the interested property owners and secured agreements from three property owners for easements across their holdings and the verbal promise of two more as soon as property negitations now in progress are settled.

The opposition has narrowed down to a very few and it is the intention of the Court to commence proceedings against the strongest of them first. Will likely have all of the right of way acquired or proceedings instituted against same by the fifteenth of February.

Respectfully,

Earl Withycombe

Division Engineer.

NOTED
E. B. Bishop.

RECEIVED
JAN [illegible] 1920

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

PR31

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

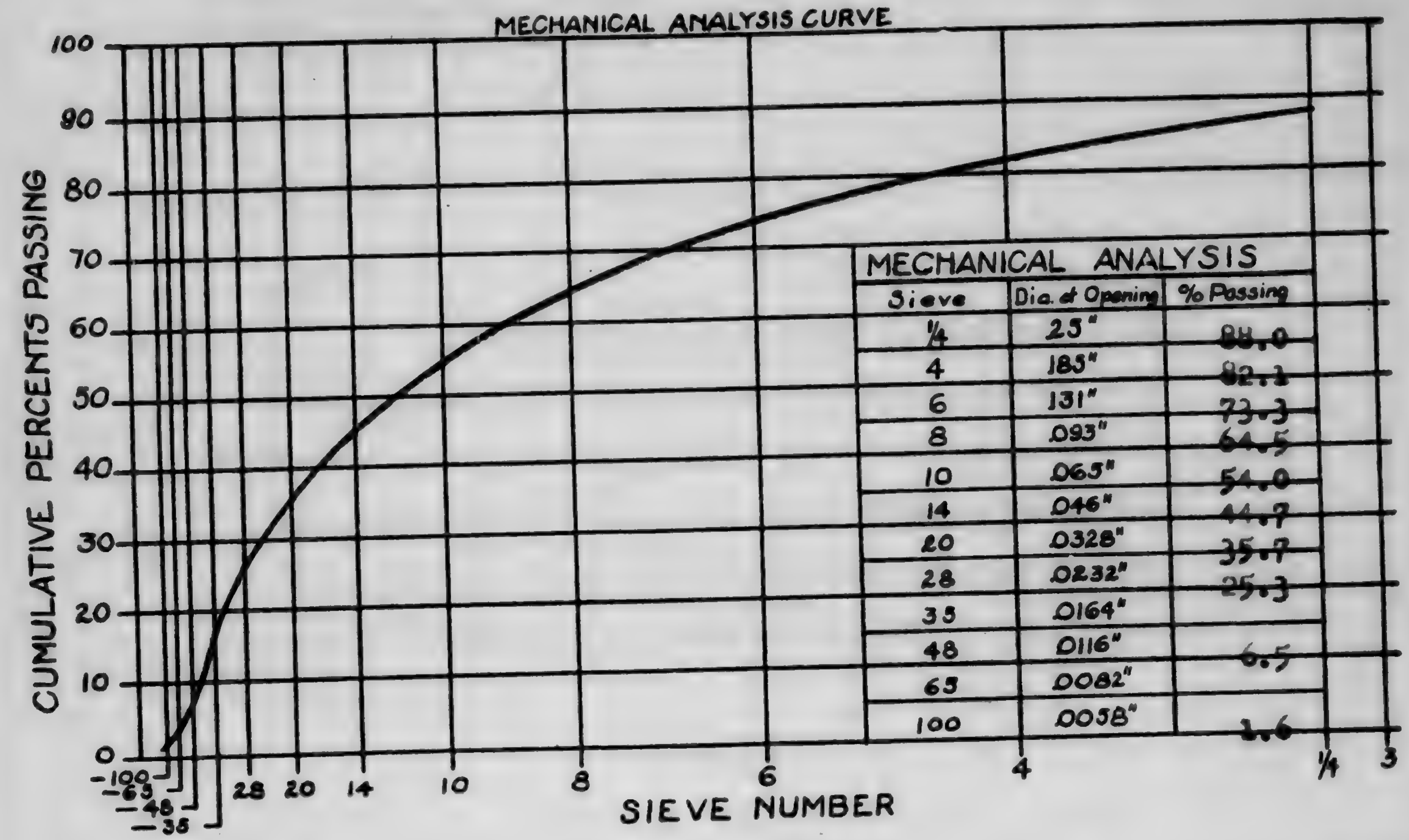
REPORT OF ~~SAND~~ Gravel TEST

January 24, 1920

H D 4526
Sample No. 13825

For Mr. Herbert Nunn, State Highway Engineer

Description Sample received by express from Earl Withycombe, Klamath Falls for use in Macadam, Merrill Project.



MECHANICAL ANALYSIS		
Sieve	Dia. of Opening	% Passing
1/4	.25"	88.0
4	.185"	82.1
6	.131"	73.3
8	.093"	64.5
10	.065"	54.0
14	.046"	44.7
20	.0328"	35.7
28	.0232"	25.3
35	.0164"	
48	.0116"	6.5
65	.0082"	
100	.0058"	1.6

TENSILE STRENGTH

1 Part Portland Cement, 3 Parts Sand—Briquettes Compared with Standard Ottawa Sand

OTTAWA SAND				THIS SAND				% of Strength of Standard Sand Developed by This Sand	
7 Day		28 Day		7 Day		28 Day		7 Day	28 Day
Each	Mean	Each	Mean	Each	Mean	Each	Mean		
Water Used %				Water Used %					

% of Silt

% Voids

Remarks: Material contains 12% gravel coarser than ¼". All passes ½" mesh. Pack well. Not enough coarse to meet requirements. Recommend a further search for gravel.

DUPLICATE

Respectfully submitted,

PR 31

January 20, 1920.

File No. 18PC.

Mr. Earl Withycombe,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

I am in receipt of your letter this morning, in re the Klamath Falls condemnation proceedings, and will say that it is not necessary to argue the matter, as the post road people would not accept any other aligement excepting the one as agreed upon. The old road would be entirely too crooked. Please make this plain and get action as fast as possible.

Respectfully,

State Highway Engineer.

HN:HI

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

Klamath Falls, Oregon.

18PC Jan. 17, 1920

RECEIVED
JAN 20 1920

Mr. Herbert Nunn,
State Highway Engineer, Attention Roy A. Klein
Salem, Oregon.,

Dear Sir; SUBJECT Klamath Falls-Merrill Right Of Way

In reply to your letter of Jan. 12th, this proposed change is the same as presented to the Commission by the Klamath County Court.

A meeting of the interested property owners was held last night which the County Court and myself attended and although no definite agreement was reached regarding the acquiring of right of way, the Judge made the statement that in case no settlement could be reached that the Court would condemn and beleive we will have no further trouble as long as the question is agitated to secure quick action.

The argument I presented was in the difference of cost of construction. With a saving of a mile and half of distance at the present contract price of $ 10,560 per mile, distance alone will amount to $ 15,800. The grading increases after crossing Stukle Bridge by approximately $ 1500 per mile for a distance of five miles amounting to $ 7,500 The present Stukle Bridge has been condemned by the County Court which will necessitate replacing the structure of 180 feet opening amounting to $ 9,000. The total of the additional work is $ 32,300. As there are but 39 acres involved it can not but figure more economical for the taxpayers to acquire this right of way rather than accept the proposed location.

Respectfully,
Earl Withycombe
Div. Engr.

PR 31

January 19, 1920

Subject: Right of way
Klamath Falls-Merrill Section.

Mr. Earl Withycombe,
Klamath Falls, Oregon.

Dear Sir:

Please report what progress is being made in the securing of right of way on the Klamath Falls-Merrill Section. The contractors are anxious to get in on this work. We are taking up the matter with the office of Public Roads asking for an inspection of the gravel and rock which it is desired to use on the Klamath Falls work and they probably will arrange to have a representative in Klamath Falls in the very near future. In the meantime, I presume you have complied with our request for a second sample of gravel from the Hatch pit.

Yours truly,

Secretary.

RAK:LM

#3

November 12, 1919.

Mr. Earl Withycombe,
Klamath Falls, Oregon.

Dear Sir:

In your letter of November 5th, you state that the County Court declines to take any action in regard to the construction of a new bridge at Station 74 plus 50, of the Klamath Falls-Merrill Project. Inasmuch as the Bureau of Public Roads insists that a new structure be put in at this point, the Highway Commission will undoubtedly desire to include the construction of this bridge as a part of the Federal Aid Project. With this in view, we believe that plans should be prepared for this structure in the very near future, and you will, therefore, have a survey made of the bridge site and submit the map and profile together with such other information as will be required in connection with the design. There is no particular hurry in connection with this work, and would suggest that you take it up at such time as is most convenient for the parties in your charge.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-121

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads
Oregon 31

POST-OFFICE BUILDING
PORTLAND, OREGON

November 14, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

On November 3 the Secretary of Agriculture approved Oregon project No. 31, involving the improvement of 14.7 miles of the Dalles-California Highway in Klamath County, at an estimated cost of $173,860.50 and on which fifty per cent Federal aid is requested.

The Secretary, however, made his approval subject to the condition that before the agreement is entered into, the record be supplemented by a county resolution appropriating specifically one-fourth of the estimated cost as shown by the agreement estimate.

Please furnish us, at your earliest convenience, with triplicate copies of the resolution above mentioned, basing the amount upon the revised estimate made up with contract prices.

Yours very truly,

C H Purcell

District Engineer.

ANSWERED
S. H. Probst
Noted [illegible]

RECEIVED
NOV 15 1919

FORM 6 5M-6-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. [illegible]TH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

P.R.#31

Klein

Klamath Falls, Oregon.
October23rd.1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Judge Bunnell tells me that the County Commissioners want to put in about 1½ miles of pavement on the Klamath Falls-Merrill Section, from the end of the present pavement East. Will you kindly advise me as to the attitude of the Highway Commission in this matter?

The portion of the Klamath Falls-Merrill Section which they wish paved is from Station 51 plus 27 to Station 140 plus 00, and this portion of the line, with the exception of the last three or four hundred yards, has at present a good rock foundation and is in pretty good shape for a pavement foundation.

Very truly,

C. A. Leighton
Office Engineer.

Cp#31

November 12, 1919.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith, copies of the detailed estimate which we desire to be used as a basis for the project agreement covering the grading and macadamizing of the Klamath Falls-Merrill Section of The Dalles-California Highway in Klamath County, Oregon Federal Aid Project No. 31.

Taking up the matter of certain construction features referred to in your letter of October 22d, in connection with this project, we have to advise as follows: Our District Engineer, Mr. Withycombe advises that the wood bridge at station 74 plus 80 is in very poor condition, as stated in your letter, and should be replaced. He has taken this matter up with the County Court of Klamath County, but they state that they have not, at present, the necessary funds available to construct a new bridge at this point. We are planning, therefore, to, at some later date, include the construction of this bridge as a part of the present Federal Aid Project. We are not including it in our estimate, however, as plans have not been drawn, and any estimate of cost which we could make at this time would be a mere guess. We are ordering a survey made of the bridge site and will proceed with the preparation of the bridge plans in the near future.

As regards the painting and repairs to approaches, which you state should be made in connection with the steel bridge at Station 370, the County Court of Klamath County [illegible] to attend to [illegible] State Highway [illegible]

The Reclamation office states that they are now preparing plans for a new overhead structure for the irrigation flume which crosses the proposed project at Station 389 plus 80, which structure will give a horizontal clearance of 18 feet, and an overhead clearance of 14 feet. They state

Mr. C. H. Purcell # 2 - Nov. 12, 1919

however, that this structure will not be constructed until some time during 1921. We therefore, desire to use the existing structure giving an approximate clearance of 14 feet until the structure proposed by the Reclamation Office is constructed.

We trust that the arrangements as stated above in regard to the manner in which we propose to handle the several features referred to, meet with your approval.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MK

OREGON STATE HIGHWAY DEPARTMENT

OREGON FEDERAL AID PROJECT #

Detailed Estimate Based Upon Contract Prices
and To Be Used As Basis for Project Agreement

- - - - - - - - - - - - - -

Grading and Macadamizing the Klamath Falls-Merrill Section
of The Dalles-California Highway in Klamath County

Salem, Oregon, November 12, 1919

Quantity		Item	Unit Price	Amount
61,983	Cu. Yds.	Common Excavation	$ .50	$30,991.50
4,941.	Yd. Sta.	Overhaul	.05	247.05
910	Lin. Ft.	12" Culvert Pipe	1.35	1,228.50
814	"	18" " "	3.00	2,442.00
576	"	24" " "	4.00	2,304.00
252	"	30" " "	5.00	1,260.00
306	"	36" " "	7.00	2,142.00
200	"	6" Porous Drain Tile	.30	60.00
54	Cu. Yds.	Class "B" Concrete	33.00	1,782.00
175.1	"	Class "C" Concrete	25.00	4,377.50
1,200	Lin. Ft.	Wood Guard Fence	.90	1,080.00
91	M-F-B.M.	Lumber & Timber	85.00	7,735.00
42	Lin. F.	36" Half Section Culvert Pipe	7.50	315.00
30,600	Cu. Yds.	Run-of-Bank Gravel, Waterbound	3.20	97,920.00
1,530	"	Clay or Other Earth Filler	.75	1,147.50
		Sub-total		$155,032.05
		10% Eng. & Cont.		15,503.20
		Total		$170,535.25

Miles in Project	14.68
Cost per Mile	$11,616.84
Federal Aid Requested	$85,267.62
State Funds Available	$42,633.82
County Funds Available	$42,633.81
Total	$170,535.25

Signed

Herbert Nunn
State Highway Engineer

FORM 4 5M-4-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

(Pr #31)

Klamath Falls, Oregon.
November 5th. 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

ATTENTION S. H. PROBERT.

Dear Sir:

In reply to your letters of October 25th. regarding the reports by Mr.Purcell to the Bureau of Public Roads.

On Project No.31 the bridge at Station 74/50 is in very poor shape, and the County declines to do anything about it. At the start of this project,provision was made for a new structure, but Mr.Nunn on his tour of inspection told Mr.Withycombe to use the present bridge. The steel bridge at Sta.279 needs painting and repairs to the approaches,which the County tells me they will attend to. The present overhead crossing of the irrigation flume at Sta.389/80 allows but 14 feet horizontal clearance,but I have taken up the matter with the Reclamation Office and they are at present getting out plans for a new structure on which they intend allowing 18 feet clearance.at this point:however,they intend to use the present structure for the season of 1920,so that this improvement will not be put in before 1921 at the earliest.

On the Klamath Falls-Dairy Project the overhead of the Klamath Falls Municipal R.R.does not seem to merit the objection raised as the stringers are six 10"x26". I think his objection refers to the West abutment,which is bulging,but which the R.R.

H. KLEIN, Secretary and Assistant Engineer

HERBERT NUNN
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
SALEM

(2)

Company intends to replace, probably with concrete, so I am advised by their engineer.

Respectfully,
C. A. Leighton
Office Engineer.

Noted
HAP

Form 44 7-19

QUANTITY SHEET

3R#31

STATE OF OREGON
HIGHWAY DEPARTMENT

Comparison Data on Klamath Falls–Merrill Section between New Location and Old County Road. Change begins at Sta 529+00 of New Location approximately at 1/4 corner Common to Sections 7, T.40 S. R.10 E. and Sec. 12, T.40 S. R.9 E.

Based on Old Road West of River

Length New Location		5.65	miles	
Length Old Road		7.75	miles	
Excess Length Old Road		2.1	miles	

Estimated Cost of New Location

39234	Cu. yds	Common Excavation	@ .50		19 617.00
640	Lin. ft	12" Culvert Pipe	@ 2.25		1 440.00
754	" "	18" " "	3.00		2 262.00
576	" "	24" " "	4.25		2 448.00
252	" "	30" " "	6.00		1 512.00
450	" "	36" " "	7.50		3 375.00
115.7	" "	Class "C" Concrete	25.00		2 892.50
66	M FBM	Lumber and Timber.	50.00		3 300.00
42	Cu. yds	Class "B" Concrete	25.00		1 050.00
5.65	miles	Macadam	7,400.00		41 810.00
					79 706.50

Increase by using Old Road West of River.

7.75 miles Macadam	@	7,400.00	57 350.00
7.75 " Grading etc		2500.00	19 375.00
			76,725.00
2.1 miles pavement	@	$20,000.00	42,000.00
			$118,725.00

STATE OF OREGON
HIGHWAY DEPARTMENT

QUANTITY SHEET

on Crossing River at Sturtle Bridge

Length New Location	7.40 miles	
Length Old Road	8.47 "	
Reduce Distance Old Road Across River		1.07 miles
Cost present Location including additional 1.75 miles	97,031.50	
Cost Old Road		
8.47 miles Macadam @ 7,400.00		62,678.00
8.47 " Grading Etc	2,500.00	21,175.00
		$ 83,853.00
1.07 miles pavement @ 20,000.00		21,400.00
		105,253.00

Q.F.#31

October 25, 1919.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads.
Post Office Building.
Portland, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of October 22d, stating that you will require certain work to be done and certain changes to be made in connection with existing bridge structures and overhead irrigation flume on Federal Aid Project Oregon No. 31. We will immediately take up the matters referred to and the State Highway Department will assume responsibility for the prosecution of each of the several items of work involved to the satisfaction of the Bureau of Public Roads.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SWP-LK

October 25, 1919.

Mr. Earl Withycombe,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

We are enclosing herewith a copy of a letter from C.H. Purcell, District Engineer of the Bureau of Public Roads in regard to the Klamath Falls-Merrill Project. Will you please submit for our consideration, a report upon each of the items referred to making such recommendations as you desire in regard to the manner of handling the construction of each item. We believe that it would be possible to have the County Court of Klamath County take care of the maintenance work, on the steel bridge at Station 279, and possibly the repair or reconstruction of the wood bridge at Station 74 plus 50.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

P K #31

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.........
481 - Oregon 31

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.
October 22, 1919

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are today forwarding to the Director, with our recommendation for approval, project statement covering Oregon Federal Aid project No. 31. Our preliminary inspection report indicates that a wooden bridge exists at Sta. 74 + 50 which is in very poor condition and in need of extensive repairs or reconstruction. No provision is made for this work in your plans or estimate.

The existing steel bridge at Sta. 279 is reported to be in need of painting and the flooring of the approaches is in bad condition.

Regarding the existing overhead irrigation canal at Sta. 389 + 80, the rules and regulations require a clear width of roadway of 16 feet and an overhead clearance of 14 feet. It appears that provision has been made on the plans to conform with the standards regarding overhead clearance but no provision is made to widen the clearance of roadway, which at present is only 14 feet.

Before we can recommend plans for approval we desire a statement that these matters will be satisfactorily attended to.

Yours very truly,
C H Purcell
District Engineer.

[illegible]

ANSWERED
S H Probert

P.P. #31

October 2, 1919.

Mr. C.H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith copies of our detailed estimate of quantities and cost, together with copies of the Special Provisions proposed to be used supplementary to our Standard Specifications in connection with the Klamath Falls-Merrill Section of ~~The~~ Dalles~~-California~~ Highway in Klamath County, Federal Aid Project No. 31. Project plans for this section are being sent to you today by express.

Cal. Line

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

[illegible]
enc.

OREGON STATE HIGHWAY DEPARTMENT FEDERAL AID PROJECT NO .3

FOR IMPROVING THE KLAMATH FALLS-MERRILL SECTION OF
THE DALLES-CALIFORNIA HIGHWAY - KLAMATH COUNTY

Detailed Estimate of Cost

14.68 Miles Grading & Macadam

Salem, Oregon
October 2, 1919

Quantity		Description	Unit Price	Amount
61,983	Cu. Yds.	Common Excavation	$ .80	$49,586.40
4,941	"	Overhaul	.05	247.05
910	Lin. Ft.	12" Culvert Pipe	2.25	2,047.50
814	"	18" " "	3.00	2,442.00
576	"	24" " "	4.25	2,448.00
252	"	30" " "	6.00	1,512.00
306	"	36" " "	7.50	2,295.00
200	"	6" Porous Drain Tile	.35	70.00
54	Cu. Yds.	Class "B" Concrete	25.00	1,350.00
175.1	"	Class "C" Concrete	25.00	4,377.50
1,200	Lin. Ft.	Wood Guard Fence	1.00	1,200.00
91	M-F.B.M.	Lumber & Timber	50.00	4,550.00
42	Lin. Ft.	36" Corr. Galv. Iron Pipe (Half Section)	7.50	315.00
30,600	Cu. Yds.	Gravel Surfacing	3.50	107,100.00
1,530	"	Clay or Other Earth Filler	1.00	1,530.00
		Sub-total		$ 181,070.45
		10% Eng. & Cont.		18,107.05
		TOTAL		$ 199,177.50

Miles in Project	14.68
Cost per Mile	$13,567.94
Federal Aid Requested	$99,588.75
State Funds Available	49,794.38
County Funds Available	49,794.37
TOTAL - - - -	$ 199,177.50

SIGNED

Herbert Nunn

~~Asst~~. State Highway Engineer.

FEDERAL AID PROJECT

The work covered by this contract is a Federal Aid Post Road Project. The attention of bidders is called particularly to those clauses in the Standard Specifications referring to Federal Aid Projects.

SINGLE CLASSIFICATION

Under this contract all excavation, borrow, ditching, etc., will be classified as Common Excavation.

BRIDGES AND TRESTLES

All short span bridges and wood trestles shown on the plans shall be constructed in accordance with the standard plans, of the Oregon State Highway Commission for structures of this kind, subject to minor changes that may be required to suit local conditions. Payment for same will be made at the unit prices bid for Lumber and Timber and for Class "B" Concrete.

SURFACING

Width and Thickness;

Gravel surfacing shall be sixteen (16) feet in width, and shall be laid in two courses, each to be four (4) inches in average thickness.

Specifications;

Gravel surfacing shall be laid in accordance with the specifications for the particular kind as given in the Standard Specifications of the Oregon State Highway Commission.

Klamath Falls, Oregon.

Sept. 24, 1919

I, W. A. DELZELL, Postmaster at Klamath Falls, Oregon, hereby certify that a rural (or Star) Post route is regularly operated over that portion of the proposed Klamath Falls-Merrill Federal Aid Project, between Klamath Falls and Merrill, and that the mileage of the portion so used is approximately 9.1 miles.

(sgd) W. A. DELZELL

Postmaster.

State Oregon

Project No. 31 (Not to be filled in)

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

(Date) Sept. 5, 1919.

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Act, Chapter 175, Laws of 1917 (Cite statutes and resolutions or orders giving Highway Department jurisdiction), in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road The Dalles-California Highway
2. Located between Klamath Falls and Merrill County of Klamath
3. Points of beginning and ending End of oil bound macadam surface 2.45 miles south of Klamath Falls and beginning of cinder macadam 3.0 miles north of Merrill.
4. Length in miles (gross) 14.7 (net) 14.7

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

5. Miles of project used as post route 9.1; miles not used as post route 5.6

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

This section of road can be included as post route without adding additional mileage to present routes by making a loop route between Stukle Bridge over Lost River and the town of Merrill. At the present time the mail is carried in both directions, over the same road, between these points. (See project statement map). A route over the new road will serve a newly developed irrigation district which is already well settled.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each

None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1)

Is an important interstate road and a part of the Oregon State Highway System.

11. Improved roads adjacent or contiguous and type of each Connects with oil bound macadam road at Klamath Falls end and with good cinder macadam at Merrill end.

(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (*a*) trucks 10, (*b*) passenger motor vehicles 80, and (*c*) horse-drawn vehicles 12.

13. Local traffic, approximate average daily number of (*a*) trucks 30, (*b*) passenger motor vehicles 120, and (*c*) horse-drawn vehicles 40.

14. Description and present condition of traveled way 1.35 miles macadam surface in poor shape/ Balance is dirt road.

15. Proposed width of surfacing 12; feet between ditches 20; approximate maximum gradient 6 per cent.

16. Proposed type of construction 12' crushed rock Macadam surface

17. Location, nature, and extent of deposits of local materials suitable for use on this project Excellent rock available at Klamath Falls; lava rock available about middle of work. Good gravel available at Merrill end of work.
(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet Crossing of irrigation canal 0.4 miles from beginning of project. Present structure 84' wooden span on timber piers to be replaced with new wood span on concrete piers.
(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State of Oregon and Klamath County on equal basis.
(State or (and) County)

20. Amount of funds which ~~is~~ will be available for construction: (a) State $43,465.13 and such additional funds as may be required to insure completion of the project. From sale of Bonds
(Amount) (Source; refer to statute)
(b) County Twenty-five perCent. From funds available for highway purposes.
(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by
(State or (and) County)

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

available at Klamath Falls; lava rock available about middle of

(Where practicable show by distinguishing marks on sketch map)

gravel available at

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 7, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project Work to be done under standard form of contract, contractor's bond and specifications as approved by Bureau of Public Roads, June 5, 1918.

7

Reconnaissance estimate of cost project:

Made by Earl Withycombe

Date September 1, 1919.

Approximate Quantity	Unit	Item	Price		Amount	
62,000	Cu. yds.	Excavation. % Rock		50	31,000	00
	Sq. yds.	Surfacing of				
6,000	Cu. Yds.	Overhaul per 100 ft.		05	300	00
200	Lin. Ft.	6" Porous Drain Tile		30	60	00
900	"	12" Culvert Pipe	2	00	1,800	00
880	"	18" " "	3	00	2,640	00
580	"	24" " "	4	25	2,465	00
240	"	30" " "	5	50	1,320	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other Items				
340	"	36" Culvert Pipe	7	50	2,550	00
54	Cu. Yds.	Class "B" Concrete	30	00	1,620	00
170	"	Class "C" Concrete	30	00	5,100	00
90	M-F.B.M.	Lumber & Timber	50	00	4,500	00
1,200	Lin. Ft.	Wood Guard Fence	1	00	1,200	00
23,000	Cu. Yds.	Broken Stone & Gravel/ Surfacing	4	50	103,500	00

Length 14.7 miles.	Subtotal,	158,055	00
Cost, $ 11,827.24 per mile.	10 % Engineering and Contingencies,	15,805	50
	Total	173,860	50

This estimate approved by:

(Title) State Highway Engineer

26 Amount of Federal aid desired $86,930.25

(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses

As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of State of Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By S Benson

Chairman
(Title of officer)

By Thompson

Commissioner
(Title of officer)

By

Commissioner
(Title of officer)

N
B

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR THE COUNTY OF KLAMATH.

____________________SEPTEMBER_____, 1919.

Court met pursuant to adjournment.

Present: Hon. R. H. Bunnell, Judge,
[illegible] Short,
and Forbyce, Commissioners.

WHEREAS, On June 3, 1919, the voters of Klamath County, Oregon did decide, by a majority vote, to issue bonds of the County of Klamath, State of Oregon, in the amount of $347,704, for the construction of permanent roads in said Klamath County, State of Oregon, in pursuance of the provisions of Chapter [illegible], General laws of Oregon, 1913, and

WHEREAS, Said bonds were sold to Morris Brothers, and there is available the aforesaid sum of money for said purpose, and to be applied in part for the improvement of the following State Highways:
Dalles-California Highway,
Klamath Falls-Alturas Highway, and
Klamath Falls-Lakeview Highway;

THEREFORE BE IT RESOLVED, That 50% of the cost of the improvement of the said Dalles-California Highway, between the city of Klamath Falls and the town of Algoma in Klamath County, State of Oregon, be, and the same hereby is, appropriated and set aside for said purpose, and that any and all orders heretofore made appropriating any of the aforesaid fund of $347,704 for said purpose be and the same hereby is [illegible];

That 50% of the cost of the improvement of the said Klamath Falls-Alturas Highway, between the City of Klamath Falls and the town of Merrill, and also between the town of Merrill and the State line between Oregon and California, be, and the same hereby is, appropriated and set aside for said purpose;

That 50% of the cost of the improvement of the said Klamath Falls-Lakeview Highway, between the city of Klamath Falls and the town of Dairy in Klamath County, State of Oregon, be, and the same hereby is, appropriated and set aside for said purpose.

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR THE COUNTY OF KLAMATH.

____________________SEPTEMBER_____, 1919.

Court met pursuant to adjournment.

Present: Hon. [illegible] Bunnell, Judge,
[illegible],
Ale Forsyee, Commissioners.

WHEREAS, on June 3, 1919, the voters of Klamath County, Oregon did decide, by a majority vote, to issue bonds of the County of Klamath, State of Oregon, in the amount of $[illegible]7,704, for the construction of permanent roads in said Klamath County, State of Oregon, in pursuance of the provisions of Chapter [illegible], General Laws of Oregon, 1919, and

WHEREAS, Said bonds were sold to Morris Brothers, and there is available the aforesaid sum of money for said purpose, and to be applied in part for the improvement of the following State Highways:
Dalles-California Highway,
Klamath Falls-Alturas Highway, and
Klamath Falls-Lakeview Highway.

THEREFORE BE IT RESOLVED, That 15% of the cost of the improvement of the said Dalles-California Highway, between the City of Klamath Falls and the town of Algoma in Klamath County, State of Oregon, be, and the same hereby is, appropriated and set aside for said purpose, and that any and all orders heretofore made appropriating any of the aforesaid sum of $[illegible] for said purpose be and the same hereby is vacated.

That [illegible] of the cost of the improvement of the said Klamath Falls-Alturas Highway, between the City of Klamath Falls and the town of Merrill, and also between the town of Merrill and the State line between Oregon and California, be, and the same hereby is, appropriated and set aside for said purpose.

That [illegible] of the cost of the improvement of the said Klamath Falls-Lakeview Highway, between the City of Klamath Falls and the town of Dairy in Klamath County, State of Oregon, be, and the same hereby is, appropriated and set aside for said purpose.

Done this [illegible] day of September, 1919.

[illegible]
Judge

[illegible]

[illegible]
[illegible]

CONTRACT # 230

PR 30 Klamath Falls-Dairy 1919-1922

230

PR 30

September 21, 1922.

American Surety Co. of New York,
John B. Coffey, Agent
Wilcox Building,
Portland, Oregon.

Gentlemen:

This letter is to advise you that the State Highway Commission is about to make final payment to Oskar Huber on contract No. 220, for grading and macadamizing the Klamath Falls-Dairy Section of the Klamath Falls-Lakeview Highway in Klamath County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary.

Dic by H. B. Glaisyer.

LC

August 1st, 1922.

Mr. Oskar Huber,
Sherlock Building,
Portland, Oregon.

PR#30

Dear Sir:

A short time ago you left with us copies of a number of bills, which you claim covered fwoce account work performed by you in connection with your Klamath Falls - Dairy Contract, for which no payment has been allowed on your yestimates. We have checked these bills against our records of payment andhhave referred them to Mr. R. C. Stretchberry who was Resident Engineer upon the work. We find that some of the bills have already been paid, that some cover work upon which you are not entitled to force account payment, and that some are proper and unpaid charges.

The amounts of the bills, together with the disposition made of each are as follows:

August 4, 1921 - $16.59 - Was expense in connection with handling earth filler on Algoma Section. Was converted into equivalent yardage and so paid.

May 13, 1921 - $41.55 - Covered lumber used in repair of Olene Bridge, payment for which was allowed at the unit price bid for Lumber and Timber.

November 10,1921 - $41.92 - Covered maintenance of Olene Bridge. Labor ($28.16) was paid on Estimate # 23 A. Materials ($13.76) were furnished by contractor without charge as per agreement with foreman.

October 12, 1921 - $7.62 - Payment was included in payments made under Force Order No. 2.

June 10, 1921 - $48.81 - Covers work done and paid for under the unit price item "Lumber and Timber."

August 27, 1921 - $154.42 - Covers drain tile installed. Payment included in payment for drain tile on Unit Price basis.

December 8, 1921 - $44.58 - This bill is a proper charge and will be allowed.

November 10,1921 - $171.94 - This bill is a proper charge and will be allowed.

January 19,1922 - $310.39 - This bill is a proper charge and will be allowed.

If you will please prepare and submit duplicate copies of those bills which we have indicated above as being proper charges and to be allowed; i.e., those for the amounts $44.58, $171.94 and $310.39, we will pass them for payment.

All of the copies of bills left with us are being returned herewith. Please return to us along with the new copies, the attached copies of the three bills which we state above are to be allowed.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By

Office Engineer.

SHP:AP
Encl.

July 28, 1922.

Mr. R. C. Stretchberry,
RAinier, Oregon.

PR #30

Dear Sir:

We are enclosing herewith, another bill submitted by Oskar Huber, which he claims covers force account work in connection with his Klamath Falls - Dairy Contract.

Kindly let us have your recommendation as to whether or not this is a proper force account charge. We ~~knew~~ note that the bill covers the actual cost of the tile only, which suggests the question as to how payment was made for the labor in connection with the installation of same.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By

Office Engineer.

SHP:AP

July 25, 1922.

Mr. R. C. Stretchberry,
Rainier, Oregon.

PR#30

Dear Sir:

Oskar Huber has submitted copies of force account bills in connection with his Klamath Falls - Dairy job, which bills he claims were submitted, but never paid.

We have checked the bills against the payments made, and find that with one or two exceptions they have not been paid. Most of the bills appear to be legitimate claims, but we do not wish to pay them without approval by someone familiar with the details of the work. You will undoubtedly be able to tell by inspection, whether the items covered should be allowed on a force account basis, and whether or not the amounts claimed are approximately correct.

For your use in checking over the bills, we are enclosing our copies of the force account orders issued for the Klamath Falls - Dairy Work. No payments have been made on work under orders 3, 4, and 5.

Kindly return the bills and orders with your comments, at your early convenience.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By

Office Engineer

SHP:AP
Encls.

30

April 1st, 1922.

American Surety Company of New York,
c/o Mr. Wm. J. Lyons, Resident Agent,
600-601 Yeon Bldg.,
Portland, Oregon.

Dear Sir:

In response to your letter of yesterday relative to completion and final payment of Oskar Huber's contract for grading and surfacing the Klamath Falls - Dairy Section of the Klamath Falls - Lakeview Highway in Klamath County, I can advise that this contract was completed on December 10th,1921 but account of several unsettled claims he has filed relative to this work final payment has not been made at this date.

Very truly yours,

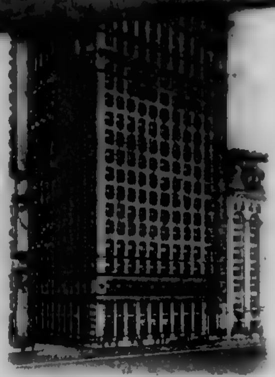
OREGON STATE HIGHWAY COMMISSION.

by

Secretary.

Dict.by E.T.Saunders.

American Surety Company
of New York.
Capital $5,000,000.



Company's
Home Office Building.

F. W. Lafrentz, President

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE
SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON

600-601 YEON BUILDING

TELEPHONE MARSHALL 116

PORTLAND, ORE., March 31, 1922.

RECEIVED
APR 1 1922
OREGON
STATE [illegible]

Re: 241985-A : Oskar Huber to State of Oregon.

Mr. R. A. Klein, Secretary,
State Highway Commission,
Salem, Ore.

Dear Sir:-

We would be interested to learn whether Mr. Huber has completed his contract with the State Highway Commission for grading and surfacing the Klamath Falls Dairy Section of the Klamath Falls-Lakeview Highway in Klamath County, and if, so, whether or not final payment has been made.

Very truly yours,

W A King

S.

Assistant Manager.

December 24, 1921.

P. R. 20

American Surety Company of New York,
Mr. Jno. B. Coffey, Agent,
Wilcox Building,
Portland, Oregon.

#230

Gentlemen:

The purpose of this letter is to advise you of the intention of the Highway Commission to make final payment on Contract No. 230, which is held by Oskar Huber. This contract is more definitely described as the Klamath Falls-Dairy Section of the Klamath Falls-Lakeview Highway in Klamath County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:HI

PR 30/

O[illegible]N STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Date [illegible], 192 1

Job Name [illegible]

Week from 12/[illegible] *to* 12/4

Mail Address

Highway [illegible]

Telegraph or Telephone Address

County [illegible] *Job Prefix* [illegible]

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

#5

[illegible] on force bill #7

[illegible] track [illegible] from station

458+ [illegible]. Also there is considerable finishing

[illegible] etc.

[illegible] first of next

week [illegible] complete.

[illegible] by Dec 20.

RECEIVED
DEC 16 1921
STATE HIGHWAY ENGINEER

NOTED
E. B. Bishop

Signed [illegible]

Title [illegible]

(See back of this sheet for instructions and detailed information.)

GRADING CONST CTION

Total miles of grading on project 13.89

Miles completed

Miles completed except finishing

Miles covered by contractor's forces

Miles cross-sectioned

Miles cross-sections completed and checked Completed

Miles to be remeasured

Number men in Engineering Party 1

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 13.89

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week Completed *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No......

POST OFFICE BUILDING,
PORTLAND, OREG.

NOTED
H.A.

August 31, 1921.

State Highway Commission
Salem, Oregon.

Gentlemen:-

An inspection has been made of Oregon Federal Aid project No. 30.

At the time of the inspection both base and surface courses of the macadam were being entirely filled with sandy loam binder and the screenings then placed on top in a mat.

The use of sandy loam binder in the base course was discussed in the field by Mr. Kelly of your Department and Mr. Morris of this office in June, and the use of sand binder was approved in the base course. The top course was to be bound up with screenings as specified. The screenings should be dumped along the sides and swept into the surface as rolling progresses. The type of work being done at the time of the inspection was very unsatisfactory and will result in an inferior pavement.

Considerable stretches of the macadam laid last year are ravelling and rutting. These sections require immediate maintenance work in the form of dragging and the addition of finely crushed stone. The portion between Stations 640 and 660, where dirty material was used from original quarry site, is badly broken up and will probably have to be rebuilt.

The surface of the macadam from the east end of the project to Station 830 is uneven and wavy. Additional stone in depressions will be necessary to make this portion of the work presentable.

We trust that you will give the matters pointed out above immediate attention and that steps will be taken to bring this project up to the same high standards prevailing on Federal Aid work and non Federal Aid work in other sections of this State.

Yours very truly,

Acting District Engineer

C.C. to
E. B. Bishop,
Division Engineer,

Oregon
30
One

District Engineer, Portland, Oregon. July 2, 1921.

xxxxxxxxx
xxxxxxxxx
Klamath Falls-Lakeview Hwy., Klamath Falls-Dairy

xxxxxxxxxx
Klamath

May 26, 1921. A. F. Morris

Highway Engineer.

Inspection made with C. C. Kelley, Assistant State Highway Engineer, E. B. Bishop, Division Engineer, and R. C. Stretchberry, Resident Engineer, State Highway Department.

Project consists of 13.9 miles of grading and surfacing.

Surfacing Equipment:- 8 trucks, 2 ten ton rollers, 1 sprinkler wagon and 2 blade graders.

Grading Equipment:- Five 4 horse Fresnos and 2 plows.

Working force:-Surfacing, 10 men and 3 teams; grading, 20 men and 16 teams.

Work in progress:- Grading between Sta. 805 and 892½ finishing grade Sta. 525 to 578; surfacing Sta. 500 to 525.

Work done to date:-
Grading completed except as above noted.
Structures:- Overhead crossing of Klamath Falls Municipal Ry. Sta. 904/50 has been completed. This is a non-Federal Aid structure. 12" pipe culvert 284 ft.; 18" pipe 128 ft.; 24" pipe 44 ft.; 9.3 cu.yds. class B concrete.
Surfacing:- Gravel from Sta. 215 to 307, equals 3770 cu.yds.; crushed rock Sta. 307 to 500 and Sta. 578 to 660, equals 13,250 cu.yds.
Fully completed road:- None.
Project 64% completed.

Quality of work:- Gravel surfacing is in good condition. Crushed rock macadam is fair but has ravelled in a few spots, probably due to lack of sufficient binder in the base course to prevent movement of the base stone under heavy truck traffic.

On the portion now being constructed and on the unfinished portion of the project from Sta. 660 to 950 there is an abundance of sandy soil which could be utilized as binder in the base course instead of the small amount of screenings used heretofore.

It was proposed to the State engineers that sufficient sand binder be used in the rock base to fully fill it, saving all the screenings for the top course. Mr. Kelley agreed to this and instructed the Resident Engineer to use sand binder in the base where suitable material can be had.

After closing the gap in surfacing between Sta. 500 and Sta. 578, the contractor will probably move his crushing plant to one of two available sites, either at Sta. 720 or Sta. 900, as by doing so he can reduce the cost of handling and hauling the material by about $14,000.00.

It is recommended that after completing the surfacing to Sta. 660 from the present set-up, the specifications be changed from water bound macadam as now being laid, to two course crushed rock surfacing. The base course of stone, passing a 1½" circular screen and retained on a 1" screen, to be filled with sand binder and rolled before spreading and rolling the top course of stone, which should be composed of all the crusher product passing a screen with 1" circular opening. [illegible]

Owing to the great difficulty of obtaining water in sufficient quantity for properly constructing water bound macadam east of Sta. 660, it is my opinion that the suggested change would not only insure a more satisfactory road surface but could be constructed at a lower cost to the contractor.

The proposal to change the type of surfacing was discussed with the State engineers who agree that the change is desirable, but as the work is under contract, any change must be made through agreement with the contractor.

At the present rate of progress five months more will be required to complete the project.

The State Division Engineer ~~also~~ desires to substitute rubble masonry for concrete in culvert headwalls. As the same class of material as is being used on Oregon Federal Aid project No. 26 would be used and the same workmen employed, it is recommended that the proposed change be approved, as the headwalls now being constructed on Federal Aid project #26 are neat and substantial, fully as serviceable as concrete and the cost is $7.00 cu.yd. less.

Photographs:- Attached.

April 23, 1921.

RECEIVED
APR 30 1921

MEMORANDUM for District Engineer:-

The following features appears to require special attention on Oregon Federal Aid projects Nos. 26, 30, 31 and 34.

It is considered absolutely necessary that before placing base rock course for waterbound macadam, that the sub-grade be thoroughly compacted and brought to a uniform cross-section; that the shoulders be wide enough and compact so as to offer maximum resistance to roller action. The practice of shoveling up a shoulder without leaving at least a four foot berm adjacent should be discontinued. Shoulders should be in place before any rolling is done.

Screenings placed on base course should in all cases be distributed over the roadway with shovels from materials deposited at side of road. The practice of distributing screenings by truck along center line of roadway and then spreading should never be permitted. Wire brooms are recommended for sweeping screenings into voids. It is essential that sufficient screenings be used to entirely fill the voids in the base. It is believed that about six cubic yards per station should be the minimum amount.

On Projects 31 and 30, where "Hatch Pit" gravel was used, more consistent watering and dragging of roadway must be insisted upon, as the peculiar character of this material requires such treatment to result in a well compacted roadway.

In placing waterbound macadam it seems advisable that an experienced inspector be kept continuously on the job. The results to be obtained would doubtless warrant this additional expense.

April 23, 1921.

MEMORANDUM for District Engineer:-

The following features appears to require special attention on Oregon Federal Aid projects Nos. 26, 30, 31 and 34.

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In placing waterbound macadam it seems advisable that an experienced inspector be kept continuously on the job. The results to be obtained would doubtless warrant this additional expense.

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

October 6, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT **Portland, Oregon.**

The project agreement and certificate to cover **Oregon** project No. **30** have been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LEB/fm

for State Highway Department

Form P. R. I. 2

State Oregon

Project No. 50

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

READ BY	
DIST. ENGR.	
ANSWERED	
FILE	

UNITED STATES DEPARTMENT OF AGRICULTURE

RECEIVED
SEP 16 1920
DEPARTMENT OF AGR

WASHINGTON
GOVERNMENT PRINTING OFFICE
1918

Form P. R. I. 2

PROJECT AGREEMENT

Memorandum of agreement made this 15th day of Sept, 1920, by and between the State Highway Commission of Oregon, ~~constituting~~ ~~for the purpose hereof, the Highway Department of the State of~~ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 1st day of September, 1919, a project statement, which was approved by the Secretary on the 3rd day of November, 1919, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 24th day of August, 1920; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of eighty thousand, three hundred four and 48/100 dollars ($80,304.48) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State from the sale of bonds, Chap. 173, laws of 1917, and
By act of the Legislature of (date
Chapter 31, laws of 1920
and citation), appropriating dollars.

*(b) By the County of Klamath, pursuant to resolution passed by the
By tax levy or bond issue authorized by act of .... (date and citation).
County Court of said County on March 3, 1920, appropriating $39,472.43
and agreeing to appropriate such additional amount as may be necessary to
(c)
to meet the County's share of the cost.

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point about 5-1/2 miles southeast of Klamath Falls at survey sta. 215+45.8 and a point easterly at the unincorporated Town of Dairy at survey sta. 930+40

terminal points, a distance of 13.5 miles miles, known

locally as Klamath Falls-Lakeview Highway, Klamath Falls-Dairy Section, Klamath County

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made. Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all existing structures occuring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorised agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorised agents require repairs or reconstruction, will be repaired or reconstructed, and new structures deemed necessary by the Secretary or said agents but not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without Federal Aid.

(d) The Highway Department hereby agrees that, before the completion and final acceptance of the project, and before final payment of the Federal funds approved and set aside to the credit of the project, it will straighten or rebuild, or caused to be straightened or rebuilt, the southwest wing of the undercrossing at survey sta. 588+50, without Federal Aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed (*a*) the said sum of eighty thousand, three hundred four and 48/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of one hundred sixty thousand, six hundred eight and 97/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ....~~

~~..........~~
~~(Official or depository)~~

~~hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... (State or county.) of .... (Name.)~~

~~(Strike out if not appropriate.)~~

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ....

the State Treasurer, Salem, Oregon
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** (State or county.) of **Oregon** (Name.) of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

(Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

~~ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the ...., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .... (Include reference to statute making appropriation and probable amount annually available.)~~

~~The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....~~

STRICKEN OUT

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 24th day of August, 1920.

State Highway Commission of Oregon
(Official title of Highway Department.)

By S Benson
Chairman, State Highway Commission
(Title of officer.)

By R A Booth
Member, State Highway Commission
(Title of officer.)

By Ed E Kiddle
Member, State Highway Commission
(Title of officer.)

[SEAL.]

By ....
(Title of officer.)

By ....
(Title of officer.)

By ....
(Title of officer.)

E D Ball
Acting Secretary of Agriculture.

[SEAL.]

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point about 5-1/2 miles southeast of Klamath Falls at survey sta. 315+43.8 and a point easterly at the unincorporated Town of Dairy at survey sta. 950+40 locally known as Klamath Falls-Lakeview Highway, Klamath Falls-Dairy Section, Klamath County and designated in the records of this Department as Project No. 80, State of Oregon.

Second. That in accordance with said section 6 I have approved the sum of $160,608.97 as the total estimated cost of said project, and the sum of $80,304.48 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 24th day of August one thousand nine hundred and Twenty, as witness my hand and the seal of the Department of Agriculture.

E D Ball
Acting Secretary of Agriculture.

Form 39

PR-50

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Klamath Falls - Dairy ~~Klamath Falls - Merrill~~

Date June 12, 1920

Week from June 5 to June 12

Highway ~~Klamath Falls - Lakeview~~ Dalles - California

Job Prefixes 18PE - 18PC - 100%
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Klamath

Number in party 5

Survey will be completed about

Camp location

Mail address Box 565 - Klamath Falls - Ore.

(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

18PE - Station gang worked all week between Sta 634 to 644. 6 men working all pick and shovel. Other station gang between Sta 895+50 and 900+10 making slow progress due to lack of equipment. 4 men working also pick and shovel.

18PC - Work progressing better this week. First course of gravel laid from Sta. 292 to Sta 380. Have a little better system on preparing sub grade, but still need improvement. Teams working two days on fills at culverts between Sta 305 to 530. Ditches are drying up so that side borrow is available. Sub. Contractor Moorman practically completed grading between Sta [illegible] and 198.

NOTED
E. B. Bishop

Signed E. T. Saunders

Title Res Engr

District Engineer,

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads.
Oregon F.A. 30 & 32.

April 13, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of April 10th, relative to the change of width of roadbed on Oregon Federal Aid Projects Nos. 30 and 32. Your plan of widening the roadbed and making minor revisions in the grade line to offset the additional cost meets with our approval. We understand that these revisions will not be inferior to the grades shown on the plans. Our engineers during the regular monthly inspections will go over the line with your representatives and discuss any changes which seems desirable.

We are today forwarding plans, specifications and special provisions for these two projects to our Washington office with our recommendation for approval. Our recommendation is dated October 15, 1919, and all work done subsequent to that date may participate in Federal Aid. No United States funds will be paid on these projects until, or unless, project agreement is executed by the Secretary.

Yours very truly,

C H Purcell

District Engineer,

Noted
HR.

ATZ

April 10, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

In accordance with the recommendation made
by your office some time ago, we have decided to increase
the width of roadbed in connection with Federal Aid Projects
Nos. 30 and 32 to a full twenty foot between ditches, and to
use as far as possible, our thirty foot grader section. We
believe that by making a few revisions in the grade line of
these projects, that the wider roadbeds can be constructed
without very materially increasing the total costs of the
projects. We would like to have your permission to proceed
with the revision of the grade lines with a view to following
more closely, in a number of places, the existing ground line.
We assure you that we will in no case abuse this privilege,
and we will be pleased to have one of your representatives
make a field inspection of these Projects with our engineers
with a view to determining those places where it would be
desirable to make grade changes so that the thirty foot grader
section could be used as far as possible.

We trust that it will not be necessary for you
to further delay the transmission of the plans for these projects to Washington with your approval.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Noted Gov.

SHP-[illegible]

March 17, 1920.

File: P. A. No. 30

Mr. C.H. Purcell,
District Engineer,
Bureau pf Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith our detailed estimate to be used as a basis for the project agreement for Federal Aid Project No. 30. This estimate has been held up due to the fact that a change has been contemplated in the materials to be used for surfacing a part of this project. It has been decided, however, that the type of surfacing as originally planned and as shown on the detailed plans and specifications as submitted to your office, will be used.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-JT

Noted

Federal Aid Project No. 30

KLAMATH FALLS-DAIRY SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY
in Klamath County

(Estimate as basis for Project Agreement Based on Contract Prices)

~~8.48 Miles Surfacing~~
13.9 Miles Grading

Salem, Oregon, March 16, 1920

Quantities		Items	Unit Price	Amount
All Required		Clearing and Grubbing		$ 1,800.00
23,243	Cu. Yds.	Common Excavation	.62	14,410 66
4,004	"	Intermediate Excavation	1.00	4,004 00
3,351	"	Solid Rock Excavation	2.50	8,377 50
16,032	Sta. Yds.	Overhaul	.05	801.60
444	Lin. Ft.	12" Culvert Pipe	1.35	599 40
266	"	18" " "	3.00	798 00
10	"	24" " "	4.00	40 00
500	"	6" Porous Drain Tile	.30	150 00
75	Cu. Yds.	Class "B" Concrete	33.00	2,475 00
43	"	Class "C" Concrete	25.00	1,075 00
400	Lin Ft	Guard Fence	.90	360 00
34.3	M. FBM	Lumber and Timber	85.00	2,915 50
25,700	Cu. Yds.	Broken Stone Macadam	3.70	95,090 00
3,340	"	Run of Bank Gravel Macadam	3.60	12,024 00
1,450	"	Clay or other Earth Filler	.75	1,087 50
		Sub Total		$ 146,008 16
		10% Engineering & Contingencies		14,600 82
		TOTAL		$ 160,608.98

Length of Project	13.9 Miles
Cost Per Mile	$ 11,554.60

State Funds Available	$40,152.24
County Funds Available	40,152.25
Federal Aid Requested	80,304.49
	$ 160,608.98

Signed: S.H. Probert
Office Engineer.

h

7.a. #30

RESOLUTION

WHEREAS, the State of Oregon, by its State Highway Commission, and the Federal Government, by and through its Bureau of Public Roads, have designated for improvement that certain section of highway in Klamath County, known and designated as the Klamath Falls-Dairy Section of the Klamath Falls-Lakeview-Highway, which said section of highway is to be improved as a post road project; and

WHEREAS, the cost of improving and constructing said section of highway, which said cost is estimated to be of the sum of $158,689.74, is to be borne proportionately by the Federal Government, the State of Oregon, and the County of Klamath, in the following proportionate amounts: fifty percent of the estimated cost of said improvement to be paid by the Federal Government; twenty-five percent by the State of Oregon, and twenty-five percent by the County of Klamath; and,

WHEREAS, the improvement of said section of highway as contemplated, will be of special benefit to Klamath County; and,

WHEREAS, it appearing to the County Court of Klamath County, that there should be at this time appropriated out of the ______________________ funds of the County, a sufficient amount to pay Klamath County's proportionate amount of the costs of said improvements

THEREFORE, be it, and it is hereby resolved by the County Court of Klamath County, sitting at this time as a County Court for the transaction of County business, that Klamath County does hereby approve of and accept the proposal to improve and construct the said section of highway herein designated for improvement as a post road, and said County hereby obligates itself to pay its just proportionate share of the total completed cost of the improvement of said section of highway, which said total cost is estimated at the sum of $158,689.74.

And be it resolved that there be, and there is hereby set aside, and appropriated out of the ______________________ funds of the County, the sum of Thirty-nine thousand, six hundred seventy-two and 43/100 Dollars ($39,672.43), to be used and applied on the cost of said improvement.

And be it further resolved that should the final cost of said improvement exceed the said estimated cost of $158,689.74, then the said Klamath County does hereby obligate itself to pay its just proportionate share of the ultimate cost of said improvement over and above the said estimated cost.

Be it further resolved that this resolution be entered in the County Court Journal, and that a duly certified copy of this resolution be delivered to the Federal Government by delivering same to its Bureau of Public Roads, and that a like copy be delivered to the Oregon State Highway Commission, the delivery and receipt of which said copies shall be deemed sufficient to authorize the improvement of said section of highway, and shall thereby become a binding obligation on the County of Klamath for the purpose and to the extent herein stated.

F.A. 30

RESOLUTION

WHEREAS, the State of Oregon, by its State Highway Commission, and the Federal Government, by and through its Bureau of Public Roads, have designated for improvement that certain section of highway in Klamath County, known and designated as the Klamath Falls-Dairy Section of the Klamath Falls-Lakeview-Highway, which said section of highway is to be improved as a post road project; and

WHEREAS, the cost of improving and constructing said section of highway, which said cost is estimated to be of the sum of $158,689.74, is to be borne proportionately by the Federal Government, the State of Oregon, and the County of Klamath, in the following proportionate amounts: fifty percent of the estimated cost of said improvement to be paid by the Federal Government; twenty-five percent by the State of Oregon, and twenty-five percent by the County of Klamath; and,

WHEREAS, the improvement of said section of highway as contemplated, will be of special benefit to Klamath County; and,

WHEREAS, it appearing to the County Court of Klamath County, that there should be at this time appropriated out of the ______________________________ funds of the County, a sufficient amount to pay Klamath County's proportionate amount of the costs of said improvement,

THEREFORE, be it, and it is hereby resolved by the County Court of Klamath County, sitting at this time as a County Court for the transaction of County business, that Klamath County does hereby approve of and accept the proposal to improve and construct the said section of highway herein designated for improvement as a post road, and said County hereby obligates itself to pay its just proportionate share of the total completed cost of the improvement of said section of highway, which said total cost is estimated at the sum of $158,689.74.

And be it resolved that there be, and there is hereby set aside, and appropriated out of the ______________________________ funds of the County, the sum of Thirty-nine thousand, six hundred seventy-two and 43/100 Dollars ($39,672.43), to be used and applied on the cost of said improvement.

And be it further resolved that should the final cost of said improvement exceed the said estimated cost of $158,689.74, then the said Klamath County does hereby obligate itself to pay its just proportionate share of the ultimate cost of said improvement over and above the said estimated cost.

Be it further resolved that this resolution be entered in the County Court Journal, and that a duly certified copy of this resolution be delivered to the Federal Government by delivering same to its Bureau of Public Roads, and that a like copy be delivered to the Oregon State Highway Commission, the delivery and receipt of which said copies shall be deemed sufficient to authorize the improvement of said section of highway, and shall thereby become a binding obligation on the County of Klamath for the purpose and to the extent herein stated.

Dated this __________________ day of ______________________________ 1920.

COUNTY COURT OF KLAMATH COUNTY

____
County Judge

____
Commissioner

____
Commissioner

FORM 4 5M-4-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

NOTED
H. N.

PR 330

RECEIVED
DEC 20 1919
STATE HIGHWAY ENGINEER

Klamath Falls, Oregon.
Dec. 16, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The contractor on the Klamath Falls - Merrill and the Klamath Falls - Dairy Sections has made a proposition to substitute crushed rock on the first 2 3/4 miles of the Merrill Section, to the junction of the Merrill and Dairy roads, and on the first two miles of the Dairy Section for the proposed gravel surfacing, at the same price as given crushed crushed rock on the Dairy Section.

This will furnish an entire crushed rock macadam from Klamath Falls to Dairy and will replace the gravel surfacing with crushed rock on that section which will bear the greatest amount of travel between Klamath Falls and The State Line.

The total difference in cost of the crushed rock over the gravel surfacing for this 4 3/4 miles is but $ 3300.

Will you kindly advise if such an agreement will meet with your approval.

Respectfully,

Earl Withycombe
Division Engineer.

PR 38

January 6, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accordance with your letter of January 3d, we are sending to you under separate cover sixteen blue prints of our drawing No. 983 of our standard wood trestle. These prints are to be used in connection with the plans for Project Nos. 30, 31, 32 and 34.

These plans have not been submitted to you sooner due to the fact that we were under the impression that when once standard plans had been approved by your office, it would not be required that additional plans for the same structures be submitted with the plans for each individual project. It seems to me that we have correspondence from you stating that this procedure would be acceptable, and if it could be arranged, it would save us considerable trouble in connection with plans for future projects.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

Salem, Oregon,
December 29, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Office.

Dear Sir:

In regard to substituting crushed rock macadam surfacing, in place of run of bank gravel, on a section of approximately 2 miles in length on the Klamath Falls - Dairy Section of Highway - from the junction of the Klamath Falls - Dairy and the Klamath Falls-Merril roads, southerly to the section which was awarded as crushed rock macadam, also on a section of the Klamath Falls - Merril road from the end of the penetration macadam surfacing south of Klamath Falls to the junction of the Klamath Falls - Dairy and the Klamath Falls - Merril roads, approximately 2-3/4 miles in length.

The Klamath Falls - Dairy Section 13.91 miles in length, contract #230 was awarded to Oskar Huber Nov. 4th, 1919, the price bid for crushed rock macadam was $3.70 per cubic yard. The price bid for run of bank gravel was $3.60 per cubic yard. The contract awarded was for 12.31 miles of crushed rock macadam, and 1.6 miles of run of bank gravel macadam.

There is a difference of price of only 10¢ per cubic yard, a difference of only $334.00 on 1.6 miles of road. I recommend that the substitution be made.

The Klamath Falls - Merril Section 14.68 miles in length, Contract # 229, was awarded to Oskar Huber Nov. 4, 1919, the price bid for run of bank gravel, waterbound was $3.20 per cubic yard. No bid was made on crushed rock macadam, as no quantities were shown or estimated when bids were asked.

The contractor now proposes to substitute crushed rock for run of bank gravel on 2-3/4 miles of this section, which has the heaviest traffic, which in fact carries all traffic between Klamath Falls and both Dairy and Merril, namely from the end of the penetration macadam south of Klamath Falls to the junction of the Klamath Falls - Dairy and Klamath Falls - Merril roads.

The contractor agrees to furnish crushed rock for $3.70 per cubic yard. The bid for run of bank gravel is $3.20 per cubic yard., a difference of 50¢ per cubic yard. For the 2-3/4 miles the increased cost would be approximately $3,000.00. I recommend that the price of $3.70 be accepted and that the substitution be made.

Both the above projects are Federal Aid, and it will be necessary to have the approval of the Bureau of Public Roads, if the substitution is made.

The Contractor should be notified to submit his proposal to this office.

The only information we have on the subject is in the letter attached from Earl Withycombe, Division Engineer.

Respectfully,

CHAS. H. WHITMORE,

Assistant Engineer.

Klamath Falls, Oregon, Dec. 16, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The contractor on the Klamath Falls - Merril and the Klamath Falls - Dairy Sections has made a proposition to substitute crushed rock on the first 2-3/4 miles of the Merrill Section, to the junction of the Merrill and Dairy roads, and on the first two miles of the Dairy Section for the proposed gravel surfacing, at the same price as given crushed rock on the Dairy Section.

This will furnish an entire crushed rock macadam from Klamath Falls to Dairy and will replace the gravel surfacing with crushed rock on that section which will bear the greatest amount of travel between Klamath Falls and the State Line.

The total difference in cost of the crushed rock over the gravel surfacing for this 4-3/4 miles is but $3,300.00.

Will you kindly advise if such an agreement will meet with your approval.

Respectfully,

EARL WITHYCOMBE,
Division Engineer.

C
O
P
Y

Salem, Oregon.
December 29, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Office.

Dear Sir:

In regard to substituting crushed rock macadam surfacing. in place of run of bank gravel, on a section of approximately 2 miles in length on the Klamath Falls - Dairy Section of Highway - from the junction of the Klamath Falls - Dairy and the Klamath Falls-Merril roads, southerly to the section which was awarded as crushed rock macadam, also on a section of the Klamath Falls - Merril road from the end of the Penetration macadam surfacing south of Klamath Falls to the junction of the Klamath Falls - Dairy and the Klamath Falls - Merril roads, approximately 2-3/4 miles in length.

The Klamath Falls - Dairy Section 13.91 miles in length, contract #230 was awarded to Oskar Huber Nov. 4th, 1919, the price bid for crushed rock macadam was $3.70 per cubic yard. The price bid for run of bank gravel was $3.60 per cubic yard. The contract awarded was for 12.31 miles of crushed rock macadam, and 1.6 miles of run of bank gravel macadam.

There is a difference of price of only 10¢ per cubic yard, a difference of only $334.00 on 1.6 miles of road. I recommend that the substitution be made.

The Klamath Falls - Merril Section 14.68 miles in length. Contract # 229, was awarded to Oskar Huber Nov. 4, 1919, the price bid for run of bank gravel, waterbound was $3.20 per cubic yard. No bid was made on crushed rock macadam, as no quantities were shown or estimated when bids were asked.

The contractor now proposes to substitute crushed rock for run of bank gravel on 2-3/4 miles of this section, which has the heaviest traffic, which in fact carries all traffic between Klamath Falls and both Dairy and Merril, namely from the end of the penetration macadam south of Klamath Falls to the junction of the Klamath Falls - Dairy and Klamath Falls - Merril roads.

The contractor agrees to furnish crushed rock for $3.70 per cubic yard. The bid for run of bank gravel is $3.20 per cubic yard., a difference of 50¢ per cubic yard. For the 2-3/4 miles the increased cost would be approximately $5,000.00. I recommend that the price of $3.70 be accepted and that the substitution be made.

Both the above projects are Federal Aid, and it will be necessary to have the approval of the Bureau of Public Roads, if the substitution is made.

The Contractor should be notified to submit his proposal to this office.

The only information we have on the subject is in the letter attached from Earl Withycombe, Division Engineer.

Respectfully,

CHAS. H. WHITMORE,

Assistant Engineer.

Klamath Falls, Oregon, Dec. 16, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The contractor on the Klamath Falls - Merril and the Klamath Falls - Dairy Sections has made a proposition to substitute crushed rock on the first 2-3/4 miles of the Merrill Section, to the junction of the Merrill and Dairy roads, and on the first two miles of the Dairy Section for the proposed gravel surfacing, at the same price as given crushed rock on the Dairy Section.

This will furnish an entire crushed rock macadam from Klamath Falls to Dairy and will replace the gravel surfacing with crushed rock on that section which will bear the greatest amount of travel between Klamath Falls and the State Line.

The total difference in cost of the crushed rock over the gravel surfacing for this 4-3/4 miles is but $3,300.00.

Will you kindly advise if such an agreement will meet with your approval.

Respectfully,

EARL WITHYCOMBE,
Division Engineer.

C
O
P
Y

PR30

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. I

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

December 23,1919.

Engineering - Post Roads.
Oregon 30.

State Highway Commission
Salem,
Oregon.

Gentlemen:

Your letter of the 8th. instant received, relating to the overhead crossing of the Klamath Falls Municipal Railway at Station 588 plus 50.

The procedure anticipated in the attached letter of Mr. N.H.Bogue is satisfactory to us, provided the southwest wing is straightened or rebuilt before the project is completed.

Very truly yours,

C L McKesson
Acting District Engineer,

(1 Enc.)

-COPY-

OREGON CALIFORNIA & EASTERN RAILWAY COMPANY.

Klamath Falls, Oregon, December 4, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Replying to yours of November 12th, asking for information concerning plans for work on the overhead crossing of the Klamath Falls Municipal Railway and the County Road east of Olene on Section 11-39-10.

We do not contemplate any extensive changes in the present structure. It is true that the southwest wing referred to is out of line due to sliding of the bank in which the anchors are placed at the time the bank was put in, a year ago. Other than straightening or perhaps rebuilding this wing we do not plan any changes during the life of the timber unless traffic conditions on the railway demand it.

Yours truly,

N. H. BOGUE.

DEC - 1919

P.R. #30

December 8, 1919.

Mr. C. H. Purcell,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

Referring again to your letters of October 22nd and November 5th and to our replies of October 24th and November 13th in regard to the condition of the overhead crossing of the Klamath Falls Municipal Railway at Station 588 plus 50, of our proposed location between Klamath Falls and Dairy, which section it is contemplated to improve under Federal Aid Project Number 30, we are enclosing herewith a copy of a letter received from Mr. R. H. Bogue, Chief Engineer of the Oregon-California & Eastern Railway Company, successors to the Klamath Falls Municipal Railway Company.

If you desire any further action to be taken by us in regard to this matter kindly advise.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

SHP/h
encl.

F.P. 30

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads
Oregon 30

November 14, 1919.

30

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

On November 3 the Secretary of Agriculture approved Oregon project No. 30, involving the improvement of 13.9 miles of the Klamath Falls-Lakeview Highway in Klamath County, at an estimated cost of $108,341.75 and on which fifty per cent Federal aid is requested.

The Secretary, however, made his approval subject to the condition that before the agreement is entered into, the record be supplemented by a county resolution appropriating specifically one-fourth of the estimated cost as shown by the agreement estimate.

Please furnish us, at your earliest convenience, with triplicate copies of the resolution above mentioned, basing the amount upon the revised estimate made up with contract prices.

Yours very truly,

C H Purcell

District Engineer.

ANSWERED
S. H. Pro

Noted Geo

RECEIVED
NOV 15 1919

N. H. BOGUE, CHIEF ENGINEER

ROBT. E. STRAHORN, PRESIDENT

W. R. BOND, SUPERINTENDENT

OREGON, CALIFORNIA & EASTERN RAILWAY COMPANY

KLAMATH FALLS, OREGON.

Q. P. # 30

December 4, 1919.

File with Federal Aid Project No. 30

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Replying to yours of November 12th, asking for information concerning plans for work on the overhead crossing of the Klamath Falls Municipal Railway and the County Road east of Olene on Section 11-39-10.

We do not contemplate any extensive changes in the present structure. It is true that the southwest wing referred to, is out of line due to sliding of the bank in which the anchors are placed at the time the bank was put in, a year ago. Other than straightening or perhaps rebuilding this wing we do not plan any changes during the life of the timber unless traffic conditions on the railway demand it.

Yours Truly,

N. H. Bogue

ANSWERED
S. F. Probert

DEC 5 1919

C P#3

November 15, 1919.

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

On October 22d, you wrote us in regard to the overhead crossing of the Klamath Falls Municipal Railway at Station 588 plus 50 of Oregon Federal Aid Project No. 30. This matter was taken up with our District Engineer, Mr. Earl Withycombe, and he writes that although the structure referred to is more or less out of line, he does not consider that it is in a condition which will endanger traffic upon the proposed project for some time. He states, also, however, that the Railway Company proposes to construct concrete abutments in connection with this structure in the near future. He gives very little information, however, in regard to the plans of the Railway Company in this regard, so we are today writing to the Chief Engineer for more detailed information. You will be advised further as soon as we hear from him.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

P.R. #30

November 12, 1919.

Mr. N. H. Bogue, Chief Engr.,
Oregon-California & Eastern Railway,
Klamath Falls, Oregon.

Dear Sir:

The Bureau of Public Roads has written to us in regard to the present condition of your overhead crossing with the Klamath Falls-Dairy Road, approximately two miles north of Olene. Their engineers apparently consider this structure to be in an unsafe condition, and in their letter, they state, among other things, as follows:

> "The Klamath Falls Municipal Railway (Oregon California & Eastern R.R.) crossing is not in first class condition. The crossing consists of two skewed framed bents topped by heavy stringers and backed by wooden retaining walls. The southwest corner of the latter has yelded to earth pressure and is warped in shape. The cap on the westerly framed bent has been twisted slightly from the horizontal by the thrust of the heavy stringers. The project contemplates (referring to proposed highway project) placing concrete footings under these bents before increasing the headroom to sixteen feet but to be perfectly safe, the whole structure should be aligned (straightened and plumbed up) and stiffened."

We have taken the matter up with our Division Engineer, Mr. Earl Withycombe, at Klamath Falls, and he states that while the bulkheads in connection with this structure are more or less out of line, that he does not consider the structure to be in a condition which would endanger traffic on the Highway. He also states that you now contemplate some improvements in connection with this structure which would eliminate any objectionable or dangerous features.

Inasmuch, however, as the Bureau of Public Roads has requested that we make an investigation to see what can be done in the way of having some improvement made in this particular structure, we would be pleased to receive from you a statement in regard to the nature of the repairs or changes which you propose to make, giving us also, some idea as to when this proposed work will be undertaken.

For your information in connection with our location, at this point, we are sending you under separate cover a blue print showing both our alignment and profile. You will note that in order to secure the required fourteen feet overhead clearance, it will be necessary to lower the grade of the existing road through this overhead approximately three feet, which will, of course, affect to some extent the structure itself, and in the preparation of any plans for repairs or changes you will undoubtedly desire to take this condition into consideration.

Thanking you in advance for any information which you may be kind enough to give us, we are

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

C. C. to Earl Withycombe

P.R. #30

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 481-Oregon 30.

[illegible] 1919

November 5, 1919.

State Highway Commission,
Salem, Oregon.

Gentlemen:

In regard to Oregon Federal Aid project No. 30, our field inspection report states that at Station 589, "The Klamath Falls Municipal Railway (Oregon-California and Eastern R. R.) crossing is not in first class condition. The crossing consists of two skewed framed bents topped by heavy stringers and backed by poorly constructed wooden retaining walls. The southwest corner of the latter has yielded to earth pressure and is warped in shape. The cap on the westerly framed bent has been twisted slightly from the horizontal by the thrust of the heavy stringers. The project contemplates placing concrete footings under these bents before increasing the headroom to sixteen feet but to be perfectly safe the whole structure should be aligned (straightened and plumbed up) and stiffened by the railroad company."

We trust this answers clearly the question in regard to "relining" in your letter of October 24, 1919.

Very truly yours,

C H Purcell

District Engineer.

Noted
S.B.P.

C.P. #30

November 10, 1919.

Oregon, California & Eastern Railway Co.,
Spokane, Washington.

Attention. Mr. Robert E. Strahorn, President.

Gentlemen:

Replying to your letter of November 7th regarding the use of your Klamath Falls-Dairy line in connection with Highway construction between these same points, wish to advise that since this work is under contract, the matter will be handled directly by the contractors.

It is our understanding that the contractors plans contemplated using your railroad for the transportation of material required, and we are accordingly sending a copy of your letter to the contractor, Oskar Huber, 227 Sherlock Building, Portland, Oregon, requesting him to reply to your letter direct.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Secretary.

RAK:LM

P.R. #30

November 10, 1919.

Mr. Oskar Huber,
227 Sherlock Building,
Portland, Oregon.

Dear Sir:

Please see the attached copy of a letter from the Oregon California & Eastern Railway Company by Mr. Robert E. Strahorn, president, regarding railroad transportation between Klamath Falls and Dairy. It is our understanding that your plans contemplated using this railroad and we are accordingly advising Mr. Strahorn that we have referred his letter to you with the request that you make answer direct.

Yours truly,

Secretary.

RAK:LM
1 Encl.

Oregon, California & Eastern Railway Co.
Office of the President.

Robert E. Strahorn,
President.

Spokane, Wash.
Nov. 7th, 1919

Herbert Nunn, Esq.,
Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

I have had some advices of the expectations of your Commission in the way of highway building in the Klamath country, and demands which might be made upon our little railway for the transportation of material, but would like some more definite details, if you can consistently give them at this time.

I would be very glad to know approximately about how much material you expect to deliver, or contractors may be called upon to deliver, to any point on our Klamath Falls-Dairy line between this and the end of next season. I have some plans in regard to equipment and transportation which might possibly be affected; in fact, I am thinking of a line of cooperation which may lead to greater assistance than we are able to render you at this time, depending upon the quantities of material to be transported.

Yours truly,
Robt. E. Strahorn

RES:FL

RECEIVED
NOV 10 1919

P.R. #30

October 24, 1919.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We have your letter of October 22d, stating that your field inspection of Federal Aid Project No. 30 indicates the necessity of relining and stiffening the existing overhead crossing of the Klamath Falls-Municipal Railway at Station 888 plus 50. We will take this up with our Division Engineer in charge of this work and with the Klamath Falls Municipal Railway Company, and we assure you that every effort will be made to have the Railway structure reconstructed to meet with your approval. It is not entirely clear from your letter as to what you refer by the word "relining", and we would be pleased to have you send us a detailed statement outlining the work that should be done upon this structure, in order that same may meet with your approval.

We trust that the approval of the detailed plans for this project will not be held up awaiting action by the Railway Company upon this matter.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

C.R. #30

October 24, 1919.

Mr. Earl Withycombe,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

We are in receipt of a letter from the Bureau of Public Roads stating that the field inspection of the Klamath Falls-Dairy Section indicates that the overhead structure of the Klamath Falls Municipal Railway ~~[illegible]~~ at Station 588 plus 50 must be relined and stiffened, before the Bureau of Public Roads can approve of the project. Their letter is not clear as to the exact nature of the work which must be done in connection with this structure, but it may be that the engineer who made their inspection has outlined this to you verbally. Kindly make an investigation of the proposition and submit to us your recommendations. The requirements of the Bureau of Public Roads in the way of clearances are fourteen feet vertically and sixteen feet horizontally. It may be that the structure referred to does not give this clearance. It will be necessary, of course, that any change which is made in this structure meet~~s~~ with the approval of the Klamath Falls Municipal Railway Company, and we would suggest that you take this matter up with the office of this company.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-[illegible]

PR#30

October 2, 1919.

Mr. C.H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith Detailed estimate of Cost and Special Provisions to be used supplementary to our Standard Specifications, in connection with the grading and surfacing of the Klamath Falls-Dairy Section of the Klamath Falls-Lakeview Highway in Klamath County, Federal Aid Project No. 30. The detailed plans for this Project are being sent to you by express today.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

HN-[illegible]
enc.

OREGON STATE HIGHWAY DEPARTMENT

FEDERAL AID PROJECT NO. 30

FOR IMPROVING KLAMATH FALLS-DAIRY SECTION OF
KLAMATH FALLS-LAKEVIEW HIGHWAY
KLAMATH COUNTY

Detailed Estimate of Cost

8.48 Miles Surfacing
13.91 Miles Grading

Salem, Oregon
September 16, 1919

Quantity		Description	Unit Price	Amount
All Required		Clearing & Grubbing		$1,000.00
23,243	Cu. Yds.	Common Excavation	@ $ .60	13,945.80
4,004	"	Intermediate "	1.00	4,004.00
3,351	"	Solid Rock "	2.50	8,377.50
16,032	"	Overhaul	.05	801.60
444	Lin. Ft.	12" Culvert Pipe	2.25	999.00
266	"	18" " "	3.00	798.00
10	"	24" " "	4.25	42.50
500	"	6" Porous Drain Tile	.35	175.00
75	Cu. Yds.	Class "B" Concrete	30.00	2,250.00
43	"	Class "C" Concrete	25.00	1,075.00
400	Lin. Ft.	Wood Guard Fence	1.00	400.00
34.3	M.-F.B.M.	Lumber & Timber	50.00	1,715.00
25,700	Cu. Yds.	Broken Stone Macadam	3.75	96,375.00
3,340	"	Gravel "	3.25	10,855.00
1,450	"	Clay or Other Earth Filler	1.00	1,450.00
		Sub Total		$ 144,263.40
		10% Eng. & Cont.		14,426.34
		TOTAL		$ 158,689.74

Miles in Project -	13.91
Cost per mile	$11,408.32
Federal Aid Requested	$79,344.87
State Funds Available	39,672.44
County Funds "	39,672.43
Total	$158,689.74

Signed

Herbert Nunn

[redacted]. State Highway Engineer

FEDERAL AID PROJECT

The work covered by this contract is a Federal Aid Post Road Project. The attention of bidders is called particularly to those clauses in the Standard Specifications referring to Federal Aid Projects.

BRIDGES

All bridge structures shall be constructed in accordance with the Standard Specifications and the standard drawing on sheet twenty of the project plans. Payment for same will be made at the unit prices bid for Lumber and Timber, Class "B" Concrete, and Excavation.

SURFACING

Limits:

Gravel macadam surfacing will be laid from station 215 plus 43.8 (beginning of project) to station 300 plus 00, a total of 1.60 miles.

Broken Stone macadam surfacing will be laid from station 300 plus 00 to the end of the project, a total of 12.31 miles.

Alternate Types of Gravel Macadam:

Bidders are requested to submit alternate proposals on "Screened Gravel, Waterbound", "Crushed Gravel, Waterbound" and "Run-of-Bank Gravel, Waterbound", for the surfacing between Station 215 plus 43.8 and station 300 plus 00.

Standard Specifications to be Used:

All surfacing shall be laid in accordance with the specifications for the particular kind, as given in the Standard Specifications.

Width, Thickness, and Number of Courses:

All surfacing shall be sixteen feet wide, shall be laid in two courses, and shall have an average total thickness of eight inches, measured loose.

FORM 4 5M-5-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

PR#30
cross ref.

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
SEP 15 1919

Klamath Falls, Oregon.

September 10th.1919.

Mr.Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

ATTENTION S.H.PROBERT.

Dear Sir:

The following unit prices are to be used in the estimates for the Klamath Falls-Dairy and Klamath Falls-Malin sections and are the prices asked for in your letter of September 6th.,withe the exception of prices on the Lakeview-North section,on which I am awaiting information from Mr.Crowley.

KLAMATH FALLS-DAIRY.

Solid rock	$1.75
Intermediate	1.00
Common	.70

Report on surfacing has been submitted.

KLAMATH FALLS-MALIN.
(First section.)

Solid rock	$1.75
Intermediate	1.00
Common	.70

Surface with gravel to be taken from pits located 2.65 miles East of Station 503 and 4.1 miles East of Station 317

Station 51 57 to Station 317 00

Average haul, 2.51 miles @ 45¢		1.13
Straight haul, 4.1 " @ "		1.85
Quarrying		.60
Spreading		.15
		3.73
8370 cu.yds.@ $3.73	$ 31220.00	

Station 317 00 to station 372 00

Average haul,0.52 miles @ 45¢		.23
Straight " 4.10 " " "		1.85
Quarrying		.60
Spreading		.15
		2.83
1730 cu.yds.@ $2.83	$ 4895.00	

Station 372 00 to station 503 00

Average haul, 1.25 miles @45¢	.56
Straight " 2.65 " " "	1.19
Quarrying	.60
Spreading	.15
	2.50

4160 cu.yds.@ $2.50 $ 10400.00

Station 503 00 to station 826 80

Average haul, 3.07 miles @ 45¢	1.38
Straight " 2.65 " " "	1.19
Quarrying	.60
Spreading	.15
	3.32

10200 cu.yds. @ $3.32 $ 33870.00

KLAMATH FALLS-MALIN.
(Second section.)

Solid rock	$1.75
Intermediate	1.00
Common	.70

Surface with crushed rock to be crushed at quarry located 300 feet left of Station 1234 00

Station 1171 10 to station 1234 00

Average haul, 0.63 miles @ 45¢	.28
Crushing	2.50
Spreading	.15
	2.93

2080 cu.yds.@ $2.93 $ 6106.00

Station 1234 00 to station 1664 88

Average haul, 4.08 miles @ 45¢	1.84
Crushing	2.50
Spreading	.15
	4.49

13578 cu.yds. @ $4.49 $ 60965.00

Very truly,
C. A. Leighton.
Office Engr.

Noted
SAP

Klamath Falls, Oregon.

Sept. 24, 1919

I, W. A. Delzell, Postmaster at Klamath Falls, Oregon, hereby certify that a rural (or Star) Post route is regularly operated over that portion of the proposed Klamath Falls-Dairy Federal Aid Project, between Klamath Falls and Dairy, and that the mileage of the portion so used is approximately 13.9 miles.

(sgd) W. A. DELZELL

Postmaster.

[illegible]

[illegible]

SEPTEMBER ____, 1919.

[illegible] pursuant to adjournment.

[illegible] Judge,
[illegible]
[illegible]

WHEREAS, [illegible] County, Oregon [illegible] bonds of the County of Klamath, State of Oregon, in the amount of [illegible] for the construction of permanent [illegible] of the provisions of Chapter [illegible] 1919, and

WHEREAS, Said bonds were sold to [illegible] available the aforesaid sum of money for said purpose, and is to be applied in part for the improvement of the following State Highways:
[illegible] Highway,
[illegible] Highway, and
[illegible] Highway;

THEREFORE BE IT RESOLVED, [illegible] ment of the said [illegible] Highway, between the City of Klamath Falls and the town of [illegible] Oregon, be, and the same hereby is, appropriated [illegible] said purpose, [illegible]

[illegible]

[illegible]

[illegible]

FORM 4 5M-5-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. OOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGR.

OREGON STATE HIGHWAY COMMISSION
SALEM

B.R.#30

[illegible]
SEP 1919

Klamath Falls, Oregon.

September 3,1919.

Mr.Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

ATTENTION S. H. PROBERT.

Dear Sir:

In reply to your letter of August 29th. regarding surfacing of the Klamath Falls-Dairy section, I wish to submit the following information.

For the portion of the road from Station 215 43.8 to Station 422 40 the rock is to be crushed at the "Courtney Pit" which is located 3500 feet East of Station 422 40. It will require an expenditure of $1500 for stripping and building a road from the pit to the Highway.

For the portion of the road from Station 555 to Station 720 and from Station 729 to Station 805 the rock is to be crushed at Station 724. This deposit needs no stripping, and can be hauled both ways.

The portions of the road to be left unsurfaced are good natural material, and in my opinion need no additional surfacing.

Noted
SHP

Very truly,

EARL WITHYCOMBE,
Division Engineer,

By C. A. Leighton
Office Engr.

3F.30

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POSTOFFICE BUILDING
PORTLAND, OREGON.

IN YOUR REPLY PLEASE
REFER TO FILE No.........

481-Oregon F A 30

September 17, 1919.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We hereby acknowledge receipt of four copies of Project Statement and supporting papers for proposed Federal Aid post road project In Klamath County, between Klamath Falls and Dairy, known as Klamath Falls Highway. We presume the fourth copy was sent by mistake and are therefore returning it to your office.

We have given this project our number 30.

Yours very truly,

J A Elliott

Acting District Engineer.

OREGON F [illegible] NO.-30

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon

Project No. 30 (Not to be filled in)

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

(Date) Sept. 1st, 1919

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its State Highway Department constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperation Road Bonding Act. Chapter 175, Laws of 1917.
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance.

1. Local name of road Klamath Falls-Dairy Section of Klamath Falls-Lakeview Highway
2. Located between Klamath Falls and Dairy County of Klamath.
3. Points of beginning and ending Junction of Klamath Falls Highway with The Dalls-Calif. Hwy. approx. 5½ miles south of Klamath Falls, to town of Dairy.
4. Length in miles (gross) 13.9 (net) 13.9

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

O[illegible]ON PROJ. NO. -30

5. Miles of project used as post route 13.9; miles not used as post route None

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each

None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1)

Part of State Highway System. Important intercity road. Serves district having no railway service

11. Improved roads adjacent or contiguous and type of each None

This project connects with section to be improved as post road project between Klamath Falls and Merrill.

(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (a) trucks 3, (b) passenger motor vehicles 60, and (c) horse-drawn vehicles 15.

13. Local traffic, approximate average daily number of (a) trucks 2, (b) passenger motor vehicles 10, and (c) horse-drawn vehicles 20

14. Description and present condition of traveled way About four miles badly in need of regrading. About eight and one-half miles badly in need of surfacing.

OREGON PROJ NO -30

15. Proposed width of surfacing 12; feet between ditches 16'; approximate maximum gradient 6 per cent.

16. Proposed type of construction Broken Stone Surfacing, 8" loose thickness

17. Location, nature, and extent of deposits of local materials suitable for use on this project

Plenty of lava rock available at convenient locations.
(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None
(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by State
(State or (and) County)

20. Amount of funds which are available for construction: (a) State $27,085.44 and such additional funds as may be required to insure completion of the project. From Sale of Bonds
(Amount) (Source; refer to statute)

(b) County Twenty-five percent. From funds available for highway purposes.
(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by

from

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Reg. 4)

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RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

OREGON PROJ NO -30

[illegible] of cost [illegible] roject:

ade by Earl Withycombe Date Sept. 1st, 1919.

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, % Rock				
	Sq. yds.	Surfacing of				
12	Acres	Clearing & Grubbing	75	00	900	00
27,000	Cu. Yds.	Common Excavation		80	21,600	00
3,400	"	Solid Rock Excavation	2	00	6,800	00
16,000	Yd. Sta.	Overhaul		05	800	00
300	Lin. Ft.	6" Drain Tile		50	150	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
450	Lin. Ft.	12" Culvert Pipe	2	00	900	00
260	"	18" " "	3.25		845	00
10	"	24" " "	4	75	47	50
120	Cu. Yd.	Concrete	30	00	3,600	00
400	Lin.Ft.	Wood Guard Rail	1	00	400	00
34	M-F.B.M.	Lumber & Timber	50	00	1,700	00
13,500	Cu. Yds.	Broken Stone Surfacing	4.	50	60,750	00

Length, 13.9 miles.

Cost, $ 7,800.00 per mile.

Subtotal,	$ 98,492	50
10% Engineering and Contingencies,	9,849	25
Total	$108,341	75

This estimate approved by: Herbert Nunn

(Title) State Highway Engineer.

26. Amount of Federal aid desired $54,170.87
(State in lump sum or percentage, but not both)

27. Payment desired on completion or as work progresses as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer, State of Oregon, Salem, Oregon

29. Additional remarks Surfacing is contemplated over approximately eight miles of this project. The subgrade conditions over the balance of the project are such that surfacing is not warranted.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By S. Benson
Chairman
(Title of officer)

By W L Thompson
Commissioner
(Title of officer)

By
Commissioner
(Title of officer)

P.R. #30

September 16, 1919.

Mr. C. H. Purcell,
Acting District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are submitting herewith, Project Statements covering the grading and surfacing of a section of the Klamath Falls-Lakeview Highway, between Klamath Falls and Dairy. In accordance with instructions from your office, we have assigned to this Project, number 30. This project starts at the junction of the Klamath Falls-Lakeview Highway with The Dalles-California Highway, at a point approximately five and one half miles south of Klamath Falls. The improvement of the section between Klamath Falls and this junction is contemplated under a project for which the Statement will be submitted in the near future.

The statement now being submitted, covers 13.9 miles, all of which we propose to grade. It is our intention to surface only about 8.2 miles, as the balance of the project has a natural roadbed which we do not consider will require surfacing. The plans for this project are now practically complete, and will be submitted in a few days. We expect to advertise this work for bids to be received on August 7th.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

[illegible]

CONTRACT #233,
343

PR 43 Prineville-Redmond 1919-1922

233.343

Form 1217A

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

September 20 1922

PR x3/

J M DEVERS ASSISTANT ATTORNEY GENERAL
PRINEVILLE OREGON

FIND NO CORRESPONDENCE AUTHORIZING COUNTY TO PROCURE PIT AT STATE EXPENSE LETTERS INDICATE THAT FIELD ENGINEERS CONSIDERED COUNTY WAS TO FURNISH PIT STOP WE PAID ONE HUNDRED FORTY EIGHT DOLLARS TO CONTRACTOR FOR FENCING PIT STOP NEWLAND PRESENT ADDRESS MADRAS WAS RESIDENT ENGINEER ON JOB ASK HIM STOP ESTIMATE WILL NEED ONE THOUSAND YARDS PER YEAR FROM PIT FOR MAINTENANCE ASK WOODRUFF

KLEIN

DAY LETTER

---

were dealing with an un-obligated private individual, the cost of the fencing being simply a royalty or right to take materials, as outlined in the opinion of the solicitor dated April 18, 1918.

We trust that this letter will explain the matter to your satisfaction, and that payment of the final voucher may be expedited as much as possible.

Yours very truly,

HERBERT NUNN
State Highway Engineer

By

Dic by J.W.DeSouza
VLB

Office Engineer

PACIFIC TELEGRAM

THE PACIFIC TELEPHONE AND TELEGRAPH CO.

CLASS OF SERVICE

TELEGRAM	✓	DAY LETTER	SYMBOL DAY L	NIGHT MESSAGE	SYMBOL NITE	NIGHT LETTER	SYMBOL N L

IF NONE OF THE THREE SYMBOLS SHOWN ABOVE APPEARS AFTER THE CHECK (NUMBER OF WORDS) THIS IS A TELEGRAM. OTHERWISE ITS CHARACTER IS INDICATED BY THE SYMBOL APPEARING AFTER THE CHECK.

47 Collect

RECEIVED AT
5-24

Prineville Ore 11:41 a
9-20-22

R. A. Klein
State House - Salem, Ore-

Was County or State to furnish gravel
on Kerns contract this county stop
how much material will state need
in future for road construction in this
section stop Judge Wallace claims county
was authorized to procure gravel pit and
charge same against state is he correct

J. M. Devers
12:10a

---

were dealing with an un-obligated private individual, the cost of the fencing being simply a royalty or right to take materials, as outlined in the opinion of the solicitor dated April 16, 1918.

We trust that this letter will explain the matter to your satisfaction, and that payment of the final voucher may be expedited as much as possible.

Yours very truly,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

Dic by J.W.DeSouza
VLB

OREGON STATE HIGHWAY COMMISSION
SALEM

May 5, 1922

Mr. C.H.Purcell
Bureau of Public Roads
Post Office Bldg.
Portland, Oregon

RECEIVED

File PR47

Dear Sir:

Reference is made to your inquiry regarding contingency item of $148.49, for fencing Gravel Pit, which is shown on the final voucher for the Redmond-Prineville Section, Oregon Federal Aid Project No.43.

This pit is owned by Crook County and while the fencing of the pit was not made a strict requirement by the County, it was considered equitable by the State to pay the cost of the fencing in lieu of royalties on materials.

We would call your attention to the fact that the county did not coöperate on the surfacing of the project between Stations 0 + 00 and 422 + 40, this being the section on which the materials from this particular pit No.6 were used, as their co-operation covered only the grading of the project and the surfacing from Sta. 422 + 40 to 799 + 70. In as much as the County had no particular financial interest in the surfacing of the Section in question, and were under no obligations to furnish materials therefor, it would appear as though the matter should be considered the same as though the state were dealing with an un-obligated private individual, the cost of the fencing being simply a royalty or right to take materials, as outlined in the opinion of the solicitor dated April 18, 1918.

We trust that this letter will explain the matter to your satisfaction, and that payment of the final voucher may be expedited as much as possible.

Yours very truly,

HERBERT NUNN
State Highway Engineer

By

Dic by J.W.DeSouza
VLB

Office Engineer

FORM 3A 10M-10-21

[illegible] A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 42

[illegible] - [illegible]tion.
[illegible]

[illegible], [illegible], [illegible], 19[illegible].

RECEIVED
MAR 6 - 1922
OREGON
STATE HIGHWAY COMMISSION

[illegible],
[illegible],
[illegible], [illegible].

[illegible]

[illegible]:

[illegible] in regard to the inspection of the Bureau of Public Roads on Project 42, [illegible] Section.

[illegible] ll [illegible], [illegible] ll at once, [illegible]. [illegible] inspection [illegible] l.

[illegible],

[illegible],
[illegible].

[illegible]l

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No......

POST OFFICE BUILDING,
PORTLAND, OREG.

Ore. #43

February 25, 1922.

RECEIVED
FEB 27 1922
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

As per your request of recent date, we have made inspection of F. A. P. #43.

A recent fall of snow and the frozen condition of the ground prevented a close examination, but the objectionable conditions which existed upon the completion of the work by the contractor seems to have been only partially overcome.

We doubt if the gravel surfacing between Sta. 422 and 690 can be made satisfactory without the addition of a top course of fine gravel, but the Resident Engineer was requested to advise us when the road is in condition for final inspection, and weather conditions are such that an inspection can be made. We will then make another examination of the project.

Very truly yours,

C. H. PURCELL, District Engineer,

By C J McKesson
Acting.

Form No. 39.

P/ P3

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct 2, 1921

Job Name Deschutes Co Line—Prineville.

Week from ~~Oct~~ Sept 26 to Oct 2

Mail Address Prineville-Ore-Bx27

Highway McKentie

Telegraph or Telephone Address Black 541

County Crook Job Prefix 7PB

Express and Freight Address Prineville-Ore.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Computation of the embankment Quantities was finished Saturday and the Final records sent to The Dalles

RECEIVED
OCT 5 1921

NOTED
H. B. GLAISYER

NOTED
J. H. SCOTT

Signed C. W. Woodruff

Title Res Engr.

316

(See back of this sheet for instructions and detailed information.)

tion bladed out so that we will have an effective thickness on the

FORM 2A 5M-8-21

R. A. BOOTH, EUGENE, CHAIRMAN
[illegible] B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

NOTED
H.N.

OREGON STATE HIGHWAY COMMISSION

SALEM

7PB - Condition of Surface.
File 24.

The Dalles, Ore., Sept. 16, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of September 11th stating that part of the work constructed by Oskar Huber on Federal Aid Project No. 43 has not proved satisfactory, and you ask to have this placed in a satisfactory condition as maintenance work. Also you ask to be informed whether this condition is due to negligence on the part of the contractor.

The part referred to, or objected to, by the Bureau of Public Roads, is two or three places which are in need of more fine material. During construction it was very hard to obtain sufficient fine material, and though we thought we had the job in good shape it has developed in three or four places that more fine material must be added. The amount referred to is probably not over half a mile of total length, but we will probably place the volcanic ash soil adjacent to the road on top of the road to the depth of an inch or so, and drag it into the surface. This will furnish the necessary fine, and will make the road set up in very good shape. I have considerable of this work to do, but have considered it best to defer until just before the fall rains. Within the next month we will start in adding this material, and give this road such dragging as the moisture warrants.

This condition of the road is not due to negligence on the part of the contractor, though it might be construed as partly the fault of the contractor owing to the fact that he was not able to get sufficient silt or fine material from the river bed.

Further to the west on the Kern contract, this is also a dry weather road, and also water was used in the construction. The road is somewhat wavey, and in the present dry condition, working this road trying to improve it is a useless waste of money. We drag the road every three or four weeks. The section in Deschutes County which was constructed with pit run gravel from Redmond, is still very rough. I am having a trial section on a grader section bladed out so that we will have an effective thickness on the travelled road way of about three inches, and from time to time as the center packs, we will blade this excess which we are now dragging out back onto the road. I am quite sure that this plan will be a very great improvement, and will lessen the complaints a great deal, though we can only use this method on the grader sections.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

Sept. 15, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Ore.

File PR#43

Dear Sir:

We have your letter of Sept. 7th in reply to our inquiry of August 20th in regard to Extra Work Order No. 1 under Contract No. 233, Redmond-Prineville Section.

Possibly our letter was not entirely clear, but what we desired to know was why payment for the drilling of the rock cut between stations 141 and 153/50 would be an equitable adjustment of the loss suffered by the contractor on account of the change in plans which required the extra excavation involved. This drilling work was simply one item in the cost of the work, and we do not see how it can be assumed that the cost of drilling represents the amount of reimbursement to which the contractor is entitled.

We wish to call your attention to the fact that a proposition of this kind can hardly be classed as extra work. It is instead an adjustment to reimburse the contractor for loss sustained as a result of a change in plans. As such, it should be based upon the amount of the loss sustained and the amount of such loss should be supported by some more-or-less definite data.

It would appear that the most equitable basis of settlement would be to determine as closely as possible the actual cost to the contractor of the excavation made in the cut subsequent to the making of the grade change, to subtract therefrom the amount paid to the contractor on a yardage basis. In his letter, Mr. Dunn states that he can furnish data as to the cost of that part of the work. I believe, therefore, that it would be desirable to have him submit a statement of the cost and to have same checked by Woodruff for accuracy. It is entirely possible that such a statement will show the loss to be greater than the cost of drilling, but if that is the case, Huber must have lost on all of his rock work as the cut concerned seems to be about as heavy work as any on the project. The loss could hardly have exceeded one dollar per yard, and that is practically what the cost of the drilling amounts to according to Huber's bills.

There may be some very good reason as to why an adjustment on the basis of cost of drilling, is of advantage to the State, and if this is the case you should so advise us before requesting Huber to submit his cost statement. Our reason for requesting a more complete explanation of the proposition is that we wish to avoid, as far as possible, the making of adjustments which we cannot fully account for in case of outside investigation. We wish also to discourage the making of adjustments on arbitrary bases such as that proposed in the instance under consideration.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:[illegible]

September 11, 1921
File:

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

A section of work constructed by Mr. Oscar Huber on Federal Aid Project No. 45 has not proved to be satisfactory, and you are hereby ordered to place this surfacing in satisfactory condition under maintenance order.

Will you please inform this office as to whether or not this condition is due to any negligence on the part of the contractor?

Very truly yours,

State Highway Engineer.

HN:ME

September 11, 1921

File.

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

PR#43

Dear Mr. Purcell:

In re your inspection report on Federal Aid Project No. 43:

For your information, will say that Mr. J. H. Scott, Division Engineer at The Dalles, has been ordered to add binder and water, if necessary, to the section constructed by Mr. Oskar Huber.

This pit-run material has not made a satisfactory surface and the Department will place it in good condition under maintenance order.

Very truly yours,

State Highway Engineer.

HN:ME

ANSWERED
[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. I.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No......

September 9, 1921.

Prineville - Redmond line
PR#43

State Highway Commission,
Salem, Oregon.

Gentlemen:-

An inspection has been made of Oregon Federal Aid project No. 43. The project was found in a satisfactory condition for acceptance except the surfacing laid by Oskar Huber. On Mr. Huber's section there are long stretches of loose gravel a very considerable portion of which is oversize and which cannot be expected to compact into a satisfactory roadway. This unsatisfactory condition has been the subject of numerous letters and discussions with your field engineers and was also gone over with Mr. Kelley in our office yesterday.

The only feasible solution of the difficulty appears to be along the lines suggested by Mr. Kelley, to fill the existing gravel surfacing with the sandy soil from alongside the project, thoroughly drag and compact it and then add a wearing course of fine material either from the Redmond pit or from the State pit used by Mr. Kern on his section. It will be impossible for us to certify in the final voucher that the work has been completed in accordance with the plans and specifications until the present very unsatisfactory condition is remedied. We are willing however to pass intermediate vouchers covering construction quantities complete to date excluding engineering and contingencies, provided the State is willing to remedy the existing unsatisfactory conditions as maintenance work.

Yours very truly,

C H Purcell
District Engineer.

September 2, 1921

Aetna Casulty & Surety Co.,
Agent, McCargar, Bates & Lively,
Yeon Bld'g.,
Portland, Ore.

Gentlemen:

The purpose of this letter is to advise you of the intention of the Highway Commission to make final payment to A. D. Kern on contract No. 343, which is more definitely described as the Prineville-Redmond Section of the McKensie Highway in Deschutes and Crook Counties.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

RAK:AF

7PB3 Final Estimate

Redmond, Ore.
Aug., 22, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention
Mr. Probert.

Dear Sir:-

Your letter of the 20th., concerning the date of completion of Contract #343.

The last load of gravel was hauled to this job on August 4th., the job being accepted be me on August 6th., when dragging was completed.

This date is shown on the Estimate which is returned herewith. I did not show the Federal Aid Project Number, not having this information.

Very truly yours,

R. P. Cleveland

Parsons:
See that date of completion is shown on all final estimates.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date [illegible] 14, 1921

Job Name [illegible]

[illegible]

Week from Aug 8 to Aug 13

Mail Address Redmond

Highway [illegible]

Telegraph or Telephone Address Redmond

County [illegible] Job Prefix 7PCZ

Express and Freight Address Redmond

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

[illegible] final estimate [illegible] on Aug. 13th.

[illegible]

APPROVED

AUG 16 1921

DIVISION ENGINEER

Signed R P [illegible]

Title [illegible]

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week ....*men,*

..............................*teams,* ....*steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 11.6

Miles completed 11.6

Miles partially done None.

Average daily yardage placed this week None

Average daily yardage necessary to complete on time Completed

Contractor's average force for week None ....*men,*

..............................*teams,* ....*trucks*

Percentage of total required yardage now in place 100%

Surfacing will be completed about [illegible]

Number men in Engineering Party None.

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.)

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week ....*men,*

..............................*teams,* ....*trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 7PB3 *Percentage* 33

Other jobs 9DC *Percentage* 33

Other jobs 9EC *Percentage* 34

Other jobs .... *Percentage* ....

July 30, 1921

Mr. J. H. Scott,
Div. Engr.,
The Dalles, Ore.

PR#43

Dear Sir:

We are enclosing herewith a copy of a letter from the Bureau of Public Roads making certain recommendations in regard to the Redmond - Prineville Federal Aid Project.

A part of the inspection report which is referred to in their letter is as follows:

"Quality of Work:-For about two miles on the west end of the project the surfacing has compacted unevenly with chuck holes and loose spots. The Resident Engineer stated that this portion would be loosened up and re-shaped before completion of the project. The loose gravel surfacing near Station 600 which was mentioned in the last inspection report, has improved only slightly and will require additional fine material to put it in proper condition for final acceptance. An abundance of such material is to be obtained at the gravel pit opposite Station 250, from which surfacing material is now being obtained. As the haul from this pit is excessive the State Highway Engineers say they prefer to use their own equipment and forces in hauling this additional material.

The Highway Department will be requested to do this work before submitting a final voucher."

Kindly give this matter the attention which it may merit.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer,

SHP:ETH
Enc.
C. C. to R. P. Newland.

.FERRED TO
Robert
BY H. N.

TATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

POST-OFFICE BUILDING
PORTLAND, OREGON

July 29, 192

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Herewith copy of recent inspection report on Oregon Federal Aid project No. 43.

You will note the recommendation as to need of additional fine material on portions of the project surfaced under the Huber contract between Stations 422/40 and 799/70. This was discussed on the ground with your engineer about a month ago and it was agreed that the additional material would be provided, but we understand that it is the present intention to do this work with State forces which may occasion some delay.

As it will be necessary for all portions of the project to be placed in satisfactory condition before we are able to pass the final voucher, we are bringing this to your attention in order that you may make arrangements with the contractor to do this work if you so desire.

Yours very truly,

C H Purcell
District Engineer.

Oregon
43
One

District Engineer, Portland, Oregon. July 28, 1921.

xxxxxxxxxxx
xxxxxxxxxx

McKensie Hwy., Redmond-Prineville section

xxxxxxxxxxx

Crook

July 27, 1921.

A. F. Morris

Highway Engineer.

Inspection made with R. P. Newland, Res. Engineer, State Highway Dept.

Project consists of 15.15 miles of grading and surfacing.

Equipment not previously reported:- Two tank trucks, 2 pumps, 1 two horse blade, 1 four horse blade, 2 steel drags, 1 wood drag, 10 trucks.

Working force:- 34 men and 14 teams at gravel plant and on road.

Work in progress:- Surfacing at Station 402.

Work done to date:-

Grading completed.
Structures completed.
Surfacing:- Sta. 25+60 to 402; total 15,680 cu.yds. of crushed gravel, and Sta. 422+40 to 799+70, a total of 10,430 cu.yds.
Total to date entire project, 26,110 cu.yds. gravel.
Fully completed road:- About 9 miles.
Project 95% completed.

Quality of work:- For about two miles on the west end of the project the surfacing has compacted unevenly with chuck holes and loose spots. The Resident Engineer stated that this portion would be loosened up and re-shaped before completion of the project. The loose gravel surfacing near Station 600 which was mentioned in the last inspection report, has improved only slightly and will require additional fine material to put it in proper condition for final acceptance. An abundance of such material is to be obtained at the gravel pit opposite Station 250, from which surfacing material is now being obtained. As the haul from this pit is excessive the State Highway Engineers say they prefer to use their own equipment and forces in hauling this additional material.

The Highway Department will be requested to do this work before submitting a final voucher.

Photographs:- Attached.

but as this was very slight I did not think it was advisable to

FORM 4 5M-3-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

7PB3 - Oversize Material.
File 24.

The Dalles, Ore., May 25, 1921.

PR
43

REFERRED TO
Kelly
BY H. N.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

ANSWERED
C. C. KELLEY

Dear Sir:

Referring to a letter of May 14th from C. H. Purcell, District Engineer of the Bureau of Public Roads, in regard to an inspection of Oregon Federal Aid Project No. 43. The east end of the project just being constructed by Oskar Huber, with a plant on Crooked River at Prineville, will be completed June 15th to June 18th. Owing to the unusual number of rains which have caused the river to rise and fall a number of times, it has been extremely hard to get well graded gravel. The drag line has been changed a number of times trying to better the material. This is the only available gravel in this vicinity, and the quality cannot be improved upon. There has been some flat gravel going through the grizzley, but the contractor has been continuously dragging the road, and keeps three men continuously on the road with pitch forks forking out the oversize gravel, and will keep this force of men on until the job is completed, or later if necessary. The grizzley is really not satisfactory for this particular kind of material, but as the work is so nearly finished I do not believe that we are warrented in requesting the contractor to change his plans. The road has stood up very well under recent heavy rains, with the exception of two or three local spots, which are being taken care of. I wish also to state that in two or three cases where trucks have broken through and it was necessary to get them beyond this place to spread gravel, a few loads of oversize gravel which were rejected from the plant, were hauled out and placed in these mud holes, without the authority or knowledge of the Resident Engineer, and were put on the road free of charge by the contractor. Some of this may in time work through, but I do not think it is anything serious.

In regard to the Kern plant, which is just starting, a few load of oversize were dumped on the road at the beginning but as this was very slight I did not think it was advisable to cause the gravel to be removed from the road. However, the contractor was not paid for this material. I was out at the plant Saturday, and found that the layout was very unsatisfactory in every way. The contractor was taking everything from one bin, or rather about 90% of the material was going into the first bin. Also he was trying to run in dirt strippings which should have been wasted out to the side, and further was using a small bin holding approximately four cubic yards to catch oversize at the end of the screen. This would occassionally be allowed to overflow and run into the bin with the base material. The material from this bin was being hauled out on the plant road. I insisted that no more of this coarse material be hauled out except to the road, and that some method be arranged to run this through the crusher again, as we are after coarse material and not fine material, and in case it was necessary to use material for the plant road, the finer material must be used so as to let us get ahead with the base. In fact I demanded a complete change of operation and a first class job, and ordered the inspector to reject any load of material which was brough out which showed dirt or the lack of stripping at the pit. Also temporarily I put an extra inspector at the plant to see that things were properly cared for at that end.

Monday morning I was over the work again, and a first class material is now being delivered onto the road, which I think will comply completely with the specifications, and will satisfy any inspection, and I am satisfied that the material will continue to come out as it should. The Resident Engineer has absolute instructions to refuse to issue gravel tickets upon the least sign of slacking up on the job. A casting broke on the crusher Tuesday, and will lay up the plant for several days.

Respectfully yours,

JHScott

J. H. Scott,
Division Engineer.

JHS:kl

cc Mr. C. H. Purcell.

43

NOTED
H.N.

May 23, 1921

Bureau of Public Roads,
Portland, Oregon.

Attention Mr. C. H. Purcell,
District Engineer.

Gentlemen:

We have your favor of May 18th referring to surfacing job, Federal Aid project No. 43, Prineville-Deschutes County Line Section.

On that portion of the work covered by contract with A. D. Kern which is on the Redmond end of the work, our reports from the Resident Engineer show that materials coarser than the 1½" specified are not being accepted on the work and that the contractor has been instructed to change screens from 1-3/4" to 1½" and to equip his plant in such manner that any materials above the 1½" maximum will either be wasted or re-crushed.

On the Prineville end of the job, which is covered by a contract with Oskar Huber, owing to the manner in which the plant is equipped, it will not be possible to limit a certain percentage of oversize. The road is being continuously dragged and the oversize stone comes to the top and the contractor has been employed raking this oversized stone out of the roadway.

It is thought that the results obtained will be satisfactory and it would not be practicable to have the contractor remodel his plant, considering the fact that the job is approximately 65% complete at this time.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM
cc. Mr. J. H. Scott, Division Engineer, The Dalles, Oregon.

May 21, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File PR-43

Dear Sir:

We are referring to your letter of May 13th in regard to force account bill covering fence construction in connection with gravel pits for the work between Redmond and Prineville. In accordance with your recommendation we are passing this bill for payment as an extra work item under the surfacing contract.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET
c. c. to R. P. Newlund,
Redmond, Oregon.

43/.

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. I.

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING,
PORTLAND, OREG.

May 18, 1921.

19 1921

State Highway Commission,
Salem, Oregon.

Prineville - Deschutes Co. Line

Gentlemen:-

A recent inspection report on Oregon Federal Aid project No. 43 calls attention to the fact that in the Huber gravel plant the gravel is being passed over a grizzly which permits flat gravel to pass which would not go through the 1½" screen specified as a maximum. A considerable amount of oversize thus reaches the road. Immediate steps should be taken to remedy this defect and oversize, where found on the road, should be raked off.

The new plant which has been erected to produce material for the westerly portion of this project was found to have been equipped with a 1¾" screen instead of a 1½" which is specified as the maximum size, and no proper provisions made for preventing oversize from falling into bins with the product to be used. Our representative requested the Resident Engineer to take immediate steps to remedy these defects.

We would request that, unless immediate compliance can be obtained, the work be discontinued until proper equipment is available.

We would be pleased to be advised of action taken.

Yours very truly,

District Engineer.

Oregon
43
One

District Engineer, Portland, Oregon. May 14, 1921.

xxxxxxxxx
xxxxxxxxx

McKenzie Hwy., Redmond-Prineville

xxxxxxxxxx

Crook

MAY 17 1921
STATE HIGHWAY ENGINEER

May 12, 1921. A. F. Morris

Highway Engineer.

Inspection made with C. W. Woodruff and R. P. Newland, Resident Engineers, State Highway Department.

Project consists of 15.15 miles of grading and surfacing.

Equipment:-All grading equipment has been removed. Surfacing equipment for section from Station 0 to Sta. 422+50 consists of 7 trucks, one blade grader, 6 fresnos, 1 plow and gravel crushing plant complete with caterpillar tractor for power and gyratory crusher, also one extra jaw crusher.

On section from Sta. 422+50 to Sta. 799+70 equipment consists of gravel crushing and screening plant, 10 trucks, two blades and one road drag.

Working force:- Sta. 0 to 422+50 ten men at gravel pit and plant. Sta. 422+50 to 799+70, 24 men and 2 teams.

Work in progress:- Surfacing at Sta. 460; operating plant at Prineville and erecting plant and stripping pit near Redmond.

Work done to date:-
Grading completed.
Structures completed.
Surfacing:- Sta. 422+50 to 680, 30% complete; Sta. 680 to 791 complete as to quantities but will require additional dragging. Total to date 6,400 cu.yds.
Fully completed road:- None.
Project 86% completed exclusive of new contract for surfacing from Sta. 0 to 422+50; 60% of total project.

Quality of work:- See "Remarks".

Rate of progress:- Satisfactory.

Recommendations and Remarks:- In screening this material it is first dropped from the bagley onto a grizzly screen to separate the fine material from the coarse before passing the latter through the crusher. This fine material, which drops directly into the bin without passing through the rotary screen, contains considerable flat gravel which would not pass a $1\frac{1}{2}$" circular opening but does slip between the bars of the grisly. To correct this condition would necessitate practically rebuilding the plant, and it is doubtful if such action is warranted at this time when 60% of the surfacing is already on the road, but in future no work should be allowed to proceed with such installation. Except for this oversize flat gravel the surfacing is satisfactory.

The plant near Redmond was improperly constructed and is now being re-arranged. No material has been delivered from this plant except a few loads which were rejected by the Engineer.

Upon making an inspection it was found that there had been installed a $1\frac{3}{4}$" screen instead of a $1\frac{1}{2}$" screen as required. At first no provisions had been made for caring for the oversize gravel which was allowed to fall direct into the bin. They now have added a length of screen with 2" openings to the $1\frac{3}{4}$" screen and provided a small pocket at the end to hold gravel which does not pass the screen. This is inadequate and will probably have to be enlarged.

The Resident Engineer was requested to have the 2" screen either removed or the openings entirely covered and to issue orders for a $1\frac{1}{2}$" screen to be installed as soon as it can be obtained in place of the $1\frac{3}{4}$" screen now in place.

Photographs:- Attached.

May 16, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

It is noted on Mr. Woodruff's weekly report covering the Deschutes County Line-Prineville surfacing, that the contractor has a man engaged raking oversize rock out of the roadway.

This is to advise that no oversize should be allowed on the grade and that it should be wasted or returned to the re-crush at the plant. Please instruct Mr. Woodruff in this regard.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

REGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

MAY 4 - 1921

Date May 1, 1921

Name Deschutes Co.Line-Prineville

Week from April 25 to May 1

Mail Address Prineville, Oregon Box 27

Highway McKenzie

Telegraph, or Telephone Address Black 541

County Crook Job Prefix 7PB

Express and Freight Address Prineville, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Re cross Sectioned 191 to 268

The grading on this contract is practically completed. The contractor has a few men cleaning out ditches and around culverts.

The graveling is progressing slowly. There have been break downs at the crusher. The material for the past week has been good. Two graders are on the job and two men are keeping the oversize raked out.

Mr. Scott was over the work during the week.

NOTED
C C KELSEY

APPROVED
MAY 3 1921
DIVISION ENGINEER

Signed C. W. Woodruff.

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 15.2

Miles completed 15.0

Miles completed except finishing

Miles covered by contractor's forces 0.2

Miles cross-sectioned All

Miles cross-sections completed and checked 6.0

Miles to be remeasured 1.0

Number men in Engineering Party 0.5

Contractor's average force for week 6 *men,*

1 *teams,* *steam shovels*

Grading work will be completed about May 15,1921

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 7.2

Miles completed 1.25

Miles partially done 5.25

Average daily yardage placed this week 95

Average daily yardage necessary to complete on time 104

Contractor's average force for week 9 *men,*

2 *teams,* 10 *trucks*

Percentage of total required yardage now in place 51.2

Surfacing will be completed about June 30,1921

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job	723	*Percentage*	22.4
Other jobs	7 GA	*Percentage*	42.0
Other jobs	[illegible] GB	*Percentage*	36.0
Other jobs		*Percentage*	

FORM 8A 6M-12-20

R. A. BOOTH, EUGENE, CHAIRMAN
ED E. KIDDLE, ISLAND CITY
J. B. YEON, PORTLAND
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR
X3

7PB3 - Force Bill.
File 53.

The Dalles, Ore., May 13, 1921.

CCK
Your recommendation [illegible]
RAK

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Herewith force account bill submitted by A. D. Kern for fencing the right of way on the Starrett place between Redmond and Prineville. This fencing was necessary in order to fence off the gravel pit which we are now using from the rest of Mr. Starrett's property.

It could be construed that this was a right of way proposition for the Crook County Court to settle, but as the County is furnishing the pit, and is pretty hard put to keep up their road at this time anyway, I would favor letting this bill go through as a force account bill. However, if you think differently, the bill may be sent on to Judge Wallace at Prineville.

Respectfully yours,

JHScott

J. H. Scott,
Division Engineer.

JHS:kl
Encls.

RAK
Recommend payment by state & charge against Contract. CCK

ANSWERED
S. H. Probert

R
a x3

OREGON STATE HIGHWAY COMMISSION

Redmond, Ore.
May 6 1921.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Ore.

Dear Sir:-

I am mailing you a statement from A.D.Kern for fencing the gravel pit on the Redmond-Prineville section. This was done in a hurry and at the request of Judge Wallace, of Crook County, who stated that the County would stand the bill, but requested us to do the work.

I issued a force order for the work and started immediately without waiting for approval as there was a danger of damages resulting if the work was delayed.

I am now sending in the bill as I do not know as to whether you wish to make it a charge against Crook County or wish to send it to them for payment.

Redmond-Crook County Line section, McKenzie Highway.
Contract #343 Force Order #1.

Labor plus 10%	91.21	
Material plus 5%	57.54	$ 148.74

Very truly yours,

R.P.Newland

RECEIVED
MAY 7 - 1921

April 19, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File PR-48

Dear Sir:

We are enclosing herewith ~~one~~ a copy of a letter from the Bureau of Public Roads stating that in certain respects the specifications for the surfacing between Prineville and the Deschutes County Line are not being fully complied with.

Kindly give this matter the attention which it merits.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

Enc.

C. C. to C. W. Woodruff.

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No......

POST OFFICE BUILDING,
PORTLAND, OREG.

April 9, 1921.

REFERRED TO Powell
BY H. N. Scott
Attention

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Enclosed is a copy of recent inspection report on Oregon Federal Aid project No. 43.

Special attention is called to the criticism as to dragging the gravel and the oversize which has been permitted to enter the bins and to be hauled onto the road. The dragging of gravel surfacing during construction is most essential, and we trust that the instruction of your Engineer as to adequate equipment for this purpose will be immediately complied with. If not, work should be suspended until such equipment is provided and put into use.

Yours very truly,

C H Purcell
District Engineer.

#43
Prineville - Deschutes Co Line

Copy to Scott & Woodruff
HNP

RECEIVED
APR 13 1921
STATE HIGHWAY ENGINEER

cc Salem. ✓
cc G. I. Robbins. cc C. W. Woodruff.

Oregon
43
One

District Engineer, Portland, Oregon. April 9, 1921.

xxxxxxxxx
xxxxxxxxx

McKenzie Hwy., Redmond-Prineville section

xxxxxxxxxx

Crook

April 5, 1921. A. F. Morris

Highway Engineer.

Inspection made with C. W. Woodruff, Res. Engineer, State Highway Dept.

Project consists of 15.15 miles of grading and gravel surfacing.

Equipment not previously reported:- Surfacing, 3 additional trucks. Grading:- equipment same as previously reported except that grading equipment now on the job is not in use.

Working force:- 45 men and 4 teams.

Work in progress:- Surfacing at Sta. 559; building pipe culverts and culvert headwalls at various places; constructing wooden truss bridge at Sta. 155.

Work done to date:-
Grading 99% complete.
Structures:- Pipe culverts practically all in place; concrete bridge at Sta. 786+75 complete; wood truss bridge Sta. 155 90% complete.
Surfacing:- Sta. 640 to 753 and Sta. 559 to 565; total 2950 cu. yds.
Job 75% complete.

Quality of work:- Fair. See "Remarks".

Rate of progress:- Satisfactory.

Remarks:- Gravel surfacing in place was not receiving the attention it should have in the way of dragging, and some oversize gravel has been allowed to go onto the road.

The need of constant dragging and more care as to oversize was called to the attention of the Resident Engineer, who instructed the contractor's superintendent to provide an additional blade and to rake out such oversize as is now on the road.

Photographs:- Attached.

RECEIVED
APR 13 1921
STATE HIGHWAY ENGINEER

APR 11 1921
HIGHWAY ENGI

J. M. Scott,
Division Engineer.

JMS:Kl
cc Salem.
cc G. I. [illegible]obbins. cc C. W. Woodruff.

PR 43

7PB - Progress.
File 24.

The Dalles, Ore., April 9, 1921.

Mr. Oskar Huber,
227 Sherlock Bldg.,
Portland, Oregon.

Dear Sir:

The progress on gravelling on the McKenzie Highway, Prineville to Crook County Line Section, which is under contract to you, is not satisfactory. The last two reports show an average of less than 100 yards per day. Some of the reports show as high as 150 to 170, but the average seems to be about 125. At this rate it will take better than 60 working days yet to complete, and even with an average of 150 yards per day, which you have not so far sustained, it would take two months. The original contract expired December 31st. You made your own time on the extention which you asked for, that is June 1, 1921. You have less than two months to complete the work within this time. The Salem office advises that they do not look with favor on further extentions of these contracts, as ample time has already been allowed on extentions.

You will please make arrangements to increase your capacity either by working extra shifts or working extra hours in order to complete the work by the date specified, June 1st. I think that any further extention will only be granted on condition that you pay the penalty and engineering charges.

Respectfully yours,

RECEIVED
APR 11 1921
HIGHWAY ENG

J. H. Scott,
Division Engineer.

JHS:Kl
cc Salem.
cc C. I. Hobbins.   cc C. W. Woodruff.

7PB - Progress of Work.
File 24. The Dalles, Ore., March 31, 1921.

Mr. Oskar Huber,
227 Sherlock Bldg.,
Portland, Oregon.

Dear Sir:

In regard to the gravelling of the McKenzie Highway, Prineville-Crook County Line Section, I wish to call your attention to the fact that your progress to date has averaged 85 cubic yards per day worked. At this rate it will take until July 5th to complete, whereas the contract time has been extended to June 1st.

Will you please make arrangements to get this plant speeded up so that you can finish by June 1st. I wish to state that requests for extentions at this time are not looked on with favor, and undoubtedly consent to an extention will mean your agreement to pay the penalty and engineering costs after the date of the expiration of your contract.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

cc Salem
cc Mr. Woodruff.

Oregon State Highway Department **Project No. 45.**

Prineville - Redmond Section of the McKenzie
River Highway in Crook County.
(Estimate as basis for modified agreement based on
Contract prices)

15.15 miles **Salem, Oregon, March 24, 1921.**

Grading and Surfacing.

All Required		Clearing & Grubbing			2,500.00	
71,420	cu yds	Common Excavation	@	.54	38,566.80	
5,750	"	Solid Rock "		1.80	10,350.00	
6,400	sta yds	Overhaul		.05	320.00	
798	lin ft	12" Culvert Pipe		1.35	1,077.30	
1,050	"	18" " "		3.00	3,150.00	
108	"	24" " "		4.00	432.00	
24	"	36" " "		6.00	144.00	
143	cu yds	Class "C" Concrete		25.00	3,575.00	
38	"	Class "D" Concrete		33.00	1,254.00	
69	M-FBM	Lumber & Timber		85.00	5,865.00	
15,500	cu yds	Crushed Gravel Surf. (Sta 0+00 to 422 + 40)		3.12	48,360.00	
11,400	"	Crushed Gravel Surf. (Sta 422+40 to 799+70)		3.50	39,900.00	
		Total for Grading & Surfacing				155,504.10

Prineville Bridge - Sta 786 + 75 - over 20 ft. span.

80	cu yds	Class "A" Concrete	35.00	2,800.00	
8,000	lbs	Metal Reinforcement	.11	880.00	
60	lin ft	Concrete Handrail	3.50	210.00	
80	cu yds	Excavation for Footings	1.00	80.00	
		Total for Bridge			3,970.00
		Sub-Total for Project			159,474.10
		10% Engr & Cont.			15,947.41
		Total for Project			175,421.51

Cost per mile Exclusive of bridges over 20' Span	11,290.72
" " " including " " " "	11,578.97

County Funds Available	$ 42,087.73
State " "	45,623.03
Federal Aid Requested	87,710.75
Total	175,421.51

Federal Aid Recommended ______________________

March 23, 1921

P. R. 43

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing five copies of estimate as basis for modified agreement on the Redmond-Deschutes County Line Section, Oregon Federal Aid Project No. 43. This estimate is based upon the contract prices for surfacing as awarded at the Commission meeting on March 8th.

Contrary to the information given on the plans the surfacing between stations 0 plus 00 and 422 plus 40 is figured on the basis of the width of 14 feet and a depth of 8 inches, loose measure.

Yours very truly,

Office Engineer.

JWDRS:IM
Encls.

C.F. P.F.

March 23, 1921

P. R. 43

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Reference is made to the contract awarded to A. D. Kern on March 8th for surfacing the balance of the section between Prineville and Redmond. You will note that only a portion of this contract will come under the post road project no under way and that the contract contemplates the use of crushed gravel only on this portion.

If this is strictly adhered to during the course of construction no complications will ensue but if any run of bank gravel from Redmond is used on the post road portion, or if any crushed gravel is used on the portion between the Deschutes County Line and Redmond, all monthly estimates should clearly designate the work on each side of the county line in order that we may be able to prepare vouchers to the Federal Government for the correct quantities.

Very truly yours,

Office Engineer.

JYDeS:LM

March 1, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-43

Dear Sir:

We are in receipt of your letter of the 28th ult. referring to surfacing on the Redmond-Prineville Section, Oregon Federal Aid Project No. 43.

Herewith we are sending you five copies of unit price analysis, one typical section, and one sketch map showing the relationship of the various material sources to the highway.

We wish to correct our last letter which stated that the same specifications would apply throughout the entire project from Sta. 422 + 40 to the town of Redmond. In our alternate No. 3 we propose to use run-of-bank gravel from Pit No. 1 between Redmond and the county line. We do not believe that you are interested in this, however, as this does not come within the limits of the Federal Aid Project, and only materials from Pits No. 3 and No. 6, which have met with your approval, will be used on the Post Road Project portion.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,
ET

OREGON STATE HIGHWAY DEPARTMENT. **FEDERAL AID PROJECT NO. 43.**

REDMOND-PRINEVILLE SECTION OF THE MCKENZIE RIVER HIGHWAY

Unit price analysis. Based on crushed gravel being used from Pit No. 6 from Station 422 + 40 to the county line at Station 0- + 00.

Salem, Oregon, March, 1, 1921.

Stripping	$ .15
Installation and Equipment	.25
Handling and Crushing	.75
Hauling 4.6 mi. @ 50¢	2.30
Spreading, Dragging and Finishing	.30
Estimated Net Cost	3.75
15% Profit	.55
Estimated Bid Price	$ 4.30

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No. ____________

POST-OFFICE BUILDING
PORTLAND, OREGON

February 28, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

H P Anderson ✓
[illegible] ✓
Std Dea ✓

We are in receipt of your letter of February 24th relative to the surfacing on Oregon Federal Aid project No. 43 between Station 0/00 and Station 422/40.

It will be satisfactory to us to participate only in the surfacing within the present limits of the project and to let the entire length of the surfacing under one contract. Special provisions for this surfacing, submitted with your letter of February 25th, have been examined and found satisfactory, provided that the surfacing material used be obtained from Pits No. 3 or No. 6. We know of no other pits in the vicinity that would furnish satisfactory material.

Your specification does not provide for screening out the excess sand. This will not be necessary for the material from Pits No. 3 or No. 6. However, as a matter of precaution, on future gravel surfacing projects a clause providing for the screening out of excess sand should always be included.

We request that you furnish us before the opening of the bids with typical section and unit cost analysis for this work.

Yours very truly,

C L McKesson
Acting District Engineer.

RECEIVED
MAR 1 1921

Ans Jwd

Feb. 24, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File FR-43

Dear Sir:

We believe that your office has been given the impression that it is our desire to request extension of the Redmond-Prineville Section, Oregon Federal Aid Project No. 43, from the Crook-Deschutes County Line to Redmond. In as much as it would be necessary for us to go to the expense of preparing detailed plans for the additional section, it would not appear that this expense would be justified by the additional amount of Federal Aid which would be secured. We therefore think it advisable that the limits of the project be left as they are, and Federal Aid will be requested on only the portion which is already within the limits of the project.

You will understand, of course, that the entire distance into Redmond is to be awarded under the same contract and that the same specifications for the work will apply throughout. We trust that this procedure will be satisfactory to your office.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,
HH

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

February 17, 1921.

State Highway Commission,
Salem, Oregon.

P.R # 43

Gentlemen:-

Review of special provisions for gravel or broken stone surfacing on McKenzie Highway, Redmond-Prineville section, has been made.

The following comments are made as to the requirements of the special provisions:-

Sizes of Materials and Surfacing Requirements:

(a) Permits maximum size of 2". Crushing of oversize not required and removal of oversize stone to be effected by "screening" or by raking out after delivery on road.

No material larger than 1½" should be allowed and oversize should be screened out at the pit, not after delivery. There should also be a clause specifying the use of a sand screen or dust jacket in case the same amounts to more than an allowable percentage which should also be specified.

Wherever gravel is to be used the allowable percentage of fine material or sand should be specified and provision made for removing the excess by means of a sand screen whenever in the judgment of the Engineer it may be desirable to do so.

Yours very truly,

C.H. Purcell

District Engineer.

S.H.P.

February 1[illegible], 1921.

PR # 43

MEMORANDUM:-

Review of "Special Provisions" for gravel or broken stone surfacing on McKenzie Highway, Redmond-Prineville section, Oregon Federal Aid project No. 43.

Sizes of Materials and Surfacing Requirements:

(a) Permits maximum size of 2". Crushing of oversize not required and removal of oversize stone to be affected by "screening" or by raking out after delivery on road.

No material larger than 1½" should be allowed and oversize should be screened out at the pit, not after delivery. There should also be a clause specifying the use of a sand screen or dust jacket in case the sand amounts to more than an allowable percentage which should also be specified.

Wherever gravel is to be used the allowable percentage of fine material or sand should be specified and provision made for removing the excess by means of a sand screen whenever in the judgment of the Engineer it may be desirable to do so.

A. F. Morris
Highway Engineer.

DM → Kelley

McKesson refuses cooperation
on these specifications.

SAP

January 26,1921.

Mr.C.W.Woodruff,
Prineville, Oregon.

Dear Sir:

I am having sent to you from Portland, this date, one 4" suction, 5" discharge centrifugal pump with fittings. You will note these fittings are not what you show on your profile plan of this outfit. I am inclosing a small sketch showing how this pump should be set up. I am having the discharge pipe turned to a 45 degree angle, instead of 2 right angle turns as you show. This is necessary to cut down all the resistance possible. You may turn the 4 x 6 elbow to any angle you wish to fit the stream. I will send you the engine from Salem in a few days. If you have any trouble making this pump work please let me know in detail.

Yours respectfully,

HERBERT NUNN,

State Highway Engineer,

By

CLG/H

Encl.

OSKAR HUBER
General Contractor
227 SHERLOCK BUILDING
PORTLAND, OREGON

Redmond, Ore.

Jan. 8th, 1921.

Mr C.L.Grutze,
Supt, Of Equipment,
State Highway Dept.
Salem, Ore.

Dear sir:

On Dec.12th we were compelled to shut down grading work on the Prineville Redmond section on account of frost and Holt tractor will be idle untill spring or such time as the weather will permit of reopening grading operations. In the meantime the outfit will be stored at our camp with watchman in charge. Will you please consider our reques for cancellation of rental during period of tieup,

Very respectfully,

OSKAR HUBER,

NOTED
C. L. GRUTZE

FORM 4 15M-6-20

[illegible], PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

December 29, 1920.

Mr. S. H. Probert,
Office.

F.A. #43

Dear Sir:

In compliance with your recent request we hand you herewith our estimate on the original and on the revised design for Bridge No. 528 over the old bed of the Crooked River on the Prineville-Redmond Section.

Very truly yours,
HERBERT NUNN,
State Highway Engineer.
By C B McCullough
Bridge Engineer.

MR:LT
Encl.

SHP

ESTIMATE OF COST

Original Design for Bridge No. 528 over Old Bed of Crooked River

on the Prineville-Redmond Section.

111' of Standard Trestle.

Concrete-Class B	30 c. y.	33.00	$990.00
Lumber & Timber	42 MBM	85.00	$3570.00
Sub-total			$ 4560.00
10% E. & I.			456.00
Total			$ 5016.00

ESTIMATE OF COST

Revised Design for Bridge No. 528 over Old Bed of Crooked River

on the Prineville-Redmond Section.

1-56' Deck Truss and 78' of Standard Trestle

Concrete - Class B	10 c.y.	$33.00	$330.00
Lumber & Timber	38 MBM	95.00	3610.00
Excavation	100 c.y.	3.00	300.00
Sub-total			$4240.00
10% E. & I.			424.00
Total			$4664.00 ✓

December 22, 1920

Bureau of Public Roads,
Portland, Oregon.

Attention Mr. McKesson.

Gentlemen:

Your favor of the 10th inst. regarding the suggested grade change at station 150 on Federal Aid project No. 43, is noted.

This is to advise that Mr. Scott has made the change as recommended.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Assistant Engineer.

CCK:LM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

N YOUR REPLY PLEASE
REFER TO FILE No.

December 10, 1920.

State Highway Commission,
Salem,
Ore.

Gentlemen:-

The writer has just returned from a field inspection of Oregon Federal Aid project No. 43 made with Division Engineer Scott of your department.

What appears to be a material betterment in the grade was discussed on the ground with Mr. Scott and is here suggested for your consideration. Between Station 142 and Station 155 the grade line is undulating even including a section of adverse grade. By raising the bridge several feet and by a moderate increase in excavation a uniform grade line could be laid or at least a decided betterment could be had. Your engineers agreed that this should receive immediate consideration and I think are favorable to the revision. Additional cost would be involved in the change probably amounting to $3,000 but this does not appear to be prohibitive.

Your Mr. Kelley is doubtless familiar with conditions at the place referred to and we shall be pleased to have your views on this matter.

[illegible]

Yours very truly,

RECEIVED
DEC 13 1920

Acting District Engineer.

977 - Transfer of Funds.
File 25.

The Dalles, Ore., Oct. 13, 1920

NOTED
C C KELLEY

OCT 15 1920

Mr. C. W. Woodruff, Dis. Engr.,
State Highway Department,
Prineville, Oregon.

Dear Sir:

In regard to the matter of transforing money from the Prineville-Deschutes County Line graveling project to grading on the Ochoco section of the McKenzie Highway, this matter was taken up at the Commission meeting some time ago, but the matter was taken under advisement by the Commission and no decision given. You may go ahead with the surveying of this route, and it will probably be better at this time to make a paper location, but I think the line should be run in on the ground as soon as you can, with the understanding that if our Department is not in a position to bear this engineering expense that the Crook County Court will assume the cost of this survey.

It seems to me that it would be better to stake the line, as after a favorable decision there will not be time to run the line by the time the estimates and maps will be called for. You may inform Judge Wallace that the next Highway Commission Meeting will be November 6th.

Very truly yours,

J. H. Scott,
Division Engineer.

JHS:kl
cc to Salem.

Copy for St Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

October 5, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT **Portland, Oregon.**

The project agreement and certificate to cover **Oregon** project No. 43 have been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LEB/fm

Copy for State Highway Department

Form P. R. I. 2

State Oregon

Project No. [illegible]

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

READ BY
DIST. ENGR.

RECEIVED
[illegible] 1920
DEPARTMENT OF AGRICULTURE
ROADS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

PROJECT AGREEMENT

Memorandum of agreement made this 15th day of Sept 1920

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 28th day of February 1920 a project statement, which was approved by the Secretary on the 7th day of April, 1920, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 24th day of August, 1920, and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of eighty nine thousand and one hundred and eighteen and 75/100 dollars ($89,118.75) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State from sale of bonds, chapter 173, laws of 1917, By act of the Legislature of (date and chapter 31, laws of 1920. and citation), appropriating dollars.

* (*b*) By the County of Crook, pursuant to resolution passed by the By tax levy or bond issue authorized by act of (date and citation). County court of said county on February 17, 1920, appropriating $42,087.73.

* (*c*)

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point on the Crook-Deschutes counties line on West and intersection of A and 2nd Sts. in Prineville, terminal points, a distance of 15.15 miles, known locally as the McKenzie River Highway, Redmond-Prineville section, Crook county.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, and new structures deemed necessary by the Secretary or said agents but not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without Federal aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of eighty nine thousand and one hundred and eighteen and 75/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of one hundred and seventy eight thousand and two hundred and thirty seven and 51/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ....

.... hereby designated by the Highway Department for that purpose and authorized under the
(Official or depository.)

laws of said State to receive public funds of the .... of ....
(State or county.) (Name.)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ....

the State Treasurer, Salem, Oregon, (Official or depository.) ....

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... **State** (State or county.) .... of

...... **Oregon** (Name.) .... of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

7

~~Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit:~~ (Include reference to statute making appropriation and probable amount annually available.)

STRICKEN OUT

~~The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit:~~

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 24th day of August, 1920.

State Highway Commission of Oregon,

By S Benson

Chairman, State Highway Commission.

By

Member, State Highway Commission.

By Ed E Kiddle

Member, State Highway Commission.

[SEAL.]

By

(Title of officer.)

By

(Title of officer.)

By

(Title of officer.)

E D Ball

[SEAL.]

Acting *Secretary of Agriculture.*

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point on the Crook-Deschutes counties line on West and intersection of A and 2nd streets in Prineville, locally known as McKenzie River Highway, Redmond-Prineville section, Crook county, and designated in the records of this Department as Project No. 43, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $ 178,237.51 as the total estimated cost of said project, and the sum of $ 89,118.75 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 24th day of August one thousand nine hundred and Twenty, as witness my hand and the seal of the Department of Agriculture.

E D Ball
Acting Secretary of Agriculture.

Form 19

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Prineville-Deschutes Co.Line Section Sept.12,1920, 19

Week from Sept.6 to Sept.12

Highway McKenzie

Job Prefixes 7PB

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Crook

Survey will be completed about

Number in party Ten

Camp location Prineville,Oregon

Mail address Prineville,Oregon Box 27

(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Field Work:

Ran connection from Sta.680 to connect with the old desert road.

to begin work at oncebetween sattions

Supplementary Report

GRADE CONSTRUCTION

(To be attached to Weekly Reports covering grading work)

Job	7PB
Number of stations of grading on project	760
Number of stations completed	130
Number of stations completed except for finishing	185
Number of stations covered by contractor's forces	40
Number of stations cross-sectioned	310
Number of station cross-sections completed and checked	200
Number of stations to be remeasured	110
Contractor's average force for the week:	20 men,
	2 teams, steam shovels.
Grading work will be completed about	Jan.1,1921

NOTED
C. C. KELLEY

NOTED
H. B. GLAISYER

Signed C W Woodruff

Title Res. Engr

State Highway

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. R-1.

August 26, 1920.

Mr. C. H. Purcell,
District Engineer,
Postoffice Building,
Portland, Oregon.

Dear Sir:

Herewith are triplicate copies of proposed agreement to cover Oregon project no. 43 for the signature of the Highway Department. You will observe that these copies have already been signed by the Secretary of Agriculture. After they are signed by the State Highway Department they should be returned and the copies will then be compared and distributed in the usual way with the copies of the certificate.

Very truly yours,

Chief Engineer.

Enclosures.
lab-lbs.

Form 39

OREGON STATE HIGHWAY DEPARTMENT
FIELD ENGINEER'S WEEKLY REPORT

Section DesChutes Co. Line-Prineville. **Date** August 8, 1920. 19

Week from July 31 **to** Aug. 8.

Highway McKenzie **Job Prefixes** 7PB.
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Crook.

Survey will be completed about **Number in party** 8

Camp location Prineville, Oregon.

Mail address Prineville, Oregon.

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

3 man two days Revised line acct. change Bridge location Sta. 137- 161
Cross-sectioned Sta 24-30, 132-161,295-303. Rock points for drilling.

One man in office one day on cross-sections.

two months is now going ahead in good shape.

Form 108—5M—7-20.

Supplementary Report
GRADE CONSTRUCTION
(To be attached to Weekly Reports covering grading work)

Job 7PB.

Number of stations of grading on project 760.

Number of stations completed 100.

Number of stations completed except for finishing 140.

Number of stations covered by contractor's forces 40.

Number of stations cross-sectioned 310.

Number of station cross-sections completed and checked 200

Number of stations to be remeasured 110

Contractor's average force for the week: 32 men,

2 teams, 1 compressor steam shovels.

Grading work will be completed about Jan. 1, 1920.

NOTED
H. B. GLAISYER

RECEIVED
AUG 16 1920
Ans'd

Signed C. W. Woodruff
Title Res. Engr.

PR 43

May 22, 1920.

Mr. H. E. Stebbins,
Redmond, Oregon.

Dear Sir:

We are returning herewith order for extra work covering use of one of Oskar Huber's trucks in moving engineering equipment from Bend to Redmond. Inasmuch as this is an engineering charge, we do not wish to carry it as force account work. You will, therefore, please secure a bill for this work from the contractor, and submit it for payment upon a separate voucher the same as though this work had been done by some other party.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

C.C. to C.C. Kelley

May 13, 1920.
File: F.A. No. 43

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We have your letter of May 10th, referring to Federal Aid Project No. 43, in which you refer to a note on the plans for a reinforced concrete bridge at Station 786+75, which note is to the effect that the wearing surface is not a part of the bridge contract.

This is a more or less standard note which is placed upon all of our drawings for reinforced concrete bridges, rather for the information of the contractor in bidding upon the work than for any other purpose. Concrete structures are designed to carry a three inch bituminous wearing surface, which surface would be added only in case the particular section of road involved is paved at some later date. To take care of the wear on the slab until such time as the bituminous wearing surface is constructed, an additional one inch of concrete is added to the computed thickness for the slab.

We are at the present time contemplating some form of wearing surface to be used in connection with concrete bridges constructed on highways which are not likely to be paved in the near future. We have in mind some form of bituminous wearing surfacing which can be placed cold. If you have any recommendations in regard to a surfacing of this kind, we will be pleased to hear from you.

As far as the particular structure referred to above is concerned, we do not contemplate the addition in the immediate future, of a wearing surface other than the one inch additional thickness of concrete.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

For Office Engineer.

[illegible]

SHD-[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

Engineering - Post Roads,
Oregon F.A. 43.

May 10, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

On April 29th, the Chief Engineer recommended approval of the plans, special provisions and estimate for Oregon Federal Aid Project No. 43.

He comments on the fact that the plans do not show a wearing surface for the reinforced concrete bridges. The note on the drawing states that wearing surface is not a part of this contract, from which he infers that some kind of surfacing is to be used.

His recommendation of approval is made with the understanding that an acceptable paving or other wearing surface will be provided. Please advise us what you intend to do in this regard.

A copy of the detailed estimate which will be used as the basis of the project agreement is enclosed.

Yours very truly,

J A Elliott
Acting District Engineer,

ANSWERED
H Probert

Co - 47087.75
State 47081.00
Fed 84,118.75
178,287.50

(1 Enc.)

cc to Bureau of Public Roads, Attention Mr. McKesson.
cc to Mr. C. W. Woodruff.

FORM 4 5M-8-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

7PB - P.R. No. 43, Grade Revisions.

The Dalles, Ore., May 8, 1920.

1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I have taken up the matter of grade revisions on the Prineville-Redmond Section of the McKenzie Highway, Federal Aid Project No. 43, with Mr. McKesson, of the Bureau of Public Roads, and all of the grade revisions that were suggested by the Bureau of Public Roads have been agreed upon. The grade changes, subject to slight revisions to be made by the Resident Engineer in the field to take advantage of topographical conditions not apparent from an inspection of the plans, are outlined as follows:

Sta. 64, Elev. 3043; 0% to Sta. 72, Elev. 3043.

Sta. 168, Elev. 3062; plus 0.5% to Sta. 172, Elev. 3064.

Sta. 210 to Sta. 225; the grade line over this section is to be revised by the Resident Engineer in the field in such manner as to eliminate some of the undulations, and without throwing the grade line into shallow and expensive scab rock excavation.

Sta. 241+7, Elev. 3120.37; level to Sta. 247+37, Elev. 3120.37.

Sta. 301, Elev. 3153; minus 7% to Sta. 307+50, Elev. 3147; plus 0.70% to Sta. 317+50, Elev. 3160.

Respectfully,

Noted
DAP.

C C Kelley

C. C. Kelley,
Division Engineer.

CCK:kl

cc to Bureau of Public Road, Attention Mr. McKesson.
cc to Mr. C. W. Woodruff.

OREGON STATE HIGHWAY COMMISSION

Bend, Ore.
April 19,1920.

PR
43

Subject- Report on Tractor # 17.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention-of R.V.Hollenberg.

Dear Sir;

Replying to your letter of the 17th., in reference to Job prefix 7 G.B. This refers to section between Redmond and Prineville in Crook County. Job number was given me over phone from Prineville and it is possible thay letters have been confused.

Very respectfully,

G. S. Robbins

Resident Engr.

April 17, 1920.

File: F.R. No. 43

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We have your letter of April 15th with further regard to a suggested revision between Stations 210 and 225 of Federal Aid Project No. 43.

Our Division Engineer, Mr. G.C. Kelley, was in the office today, and your suggestion to drop the grade line at Station 219, to eliminate the hump at this point, was discussed with him. He advises that the excavation which would be encountered at this point is in solid rock and that for this reason, he considers it desirable to hold up the grade line as now shown on our plans.

On his return trip to The Dalles, Mr. Kelley will call at your office and will take up with you further the grade changes suggested by your office in connection with this and other Federal Aid Projects in his Division.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads.
Oregon F A. 43.

POST-OFFICE BUILDING
PORTLAND, OREGON

April 15, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of April 6th, relative to grade revisions on Oregon Project No. 43 and are glad to note that you have taken steps to accomplish our suggestions.

While the grade line between Sta. 210 and 225 is not as unsightly as at other points referred to, it appears that with the amount of borrow shown it could be dropped enough at Sta. 219 to eliminate the hump. It seems that some of the borrow could thereby be thrown into excavation and a better grade line obtained without increasing the quantities. We would be pleased to have you investigate the feasibility of this suggestion.

Yours very truly,

C H Purcell

District Engineer,

ANSWERED
S. H. [illegible]

FORM 4 10M-11-19

S. BENSON, PORTLAND, CHAIRMAN
[illegible] OOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR
43

7PB - Grade Revisions.

The Dalles, Ore., April 14, 1920.

RECEIVED
APR 15 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I am in receipt of your letter of April 6th, File PR No. 43, regarding the criticism of the grade line that has been designed on certain portions of the Prineville-Redmond Section of the McKenzie Highway.

I went over this section very carefully with Mr. Woodruff, who laid the grade line, and there are no apparent reasons for grade changes on any part of the work. The grade line was laid on the assumption that it was a secondary road, and was broken up to take advantage of borrow of light materials, and to avoid as much as possible expensive excavation in shallow rock cuts. Our experience on other work in this vicinity shows that we can take at least five cubic yards of borrow to one cubic yard of scab rock excavation. The grade line as laid is quite consistent with the restricted roadway and surfaced section as proposed on this project.

We wish the fullest cooperation and exchange of ideas with the Public Roads people regarding standards and design, but very often, and particularly in this case, the topographical features controlling the design are not apparent from an inspection of the plans, and it should be arranged to take up all matters affecting the grade or line changes on the ground.

Respectfully,

ANSWERED
S.H. Probert.

C C Kelley

C. C. Kelley,
Division Engineer.

CCK:kl

Copy for State Highway Department

B-1

April 8, 1920.

Mr. C. H. Purcell,
District Engineer,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

On April 7 the Acting Secretary of Agriculture, approved Oregon project No. 43, involving the improvement of 15.15 miles of the Redmond-Prineville Section of the McKenzie Highway, at an estimated cost of $168,301.48 and on which $84,150.74 Federal aid is requested.

Very truly yours,

Noted gwd

Chief Engineer.

lcb:md

April 6, 1920.
File: P. R. No. 43

Mr. C.C.Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

The Bureau of Public Roads has criticised the grade line as shown in our plans for the Prineville-Redmond work between Stations 67 and 72, at Station 170, between Stations 210 and Station 225, at Station 245 and between Station 300 and Station 317, and has requested that revisions be made at these points to give more uniform grade lines. We have looked over the plans and it appears to us that their recommendations are reasonable, except between Stations 210 and 225. We would request, therefore, that their recommendations be followed except between the last named stations. We are today writing to Mr. Purcell stating that the grade line between station 210 and 225 does not appear to us to be at all objectionable, and requesting that they do not insist upon a revision at this point.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

C.C. to C.W.Woodruf

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon F.A. 43.

March 22, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Special provisions for Oregon Federal Aid Project No. 43 has been received. It is noted that the gravel or crushed rock surfacing is specified as being crushed to pass a 1¼ inch screen and no other mention is made as to grading requirements.

This same question arose with reference to Oregon Federal Aid Project No. 11, and as you will recall, special provisions in that case almost identical with these were disapproved by our Washington office. It would seem advisable in this and other special provisions of this character to specify that any excess of sand should be screened out. In cases where no material is available which will conform to this specification requirement, then it is suggested that the matter should be handled by determining the character of the various pits available, examining roads built from these or other similar pits and, if such roads are satisfactory, then by special provisions, describing as accurately as possible the material which is to be used.

On this project, however, it is believed that material is available which will meet the maximum and minimum requirements as to grading, and we would request that you revise these special provisions fixing the per cent passing ¼ inch as in your standard specification.

The special provisions just received for Projects 42 and 44 are almost identical with the one above commented on, and the same revision is suggested for them.

In this connection, it might be well to consider the idea of writing a new and complete specification for gravel or crushed rock surfacing just as if you were writing an entirely new specification and with a view of utilizing it a little later in the revised specifications. This specification could be used egon,43.

as special provisions until the standard specifications are revised to include it.

We are writing you regarding these special provisions without waiting for the review of the plans in order to prevent delay later.

Yours very truly,

Acting District Engineer,

ANSWERED
S.H. Probert

ANSWERED
S.H. Probert

March 17, 1920

File: P. R. No. 43

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We are today mailing to you under separate cover, the project plans for Federal Aid Project No. 43, covering the grading and surfacing of the Deschutes County Line-Prineville Section of the McKenzie River Highway in Crook County. Our detailed estimate to be used as a basis for the project agreement and our special provisions applying to this work are enclosed herewith.

The grading of the project is now under contract to Oskar Huber, and under his contract and supplementary agreement, Mr. Huber will handle the surfacing of that part of the project between Mile post 8 at Station 424 + 40, and the end of the project in Prineville, at Station 799 + 70. You have already been supplied with copies of the original contract with Mr. Huber, and you will be supplied with copies of the supplementary agreement as soon as this agreement has been executed.

The surfacing of the eight miles between the Deschutes County Line and Mile post 8 will be handled under a separate contract. The date upon which bids for this work will be received has not yet been decided upon.

For the construction of the reinforced concrete bridge at Station 786 + 70, bids will be received at the meeting of the State Highway Commission on March 23d.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Noted [illegible]

SHP-AM

Highw[illegible]tment Oregon F[illegible]al Aid Project No. 43

GRADING AND SURFACING, DESCHUTES COUNTY LINE
PRINEVILLE SECTION OF McKENZIE RIVER HIGHWAY
in Crook County.

Detailed Estimate to be Used as Basis for Project Agreement.

Salem, Oregon, March 16th, 1920.

Quantities		Items	Unit Price	Amounts
All Required		Clearing and Grubbing (50' R of W)		$ 2,500.00
71,420	cu. yds	Common Excavation	.54	38,566 80
5,750	"	Solid Rock Excavation	1.80	10,350 00
6,600	yd. sta.	Overhaul	.05	330 00
798	Lin. Ft.	12" Culvert Pipe	1.35	1,077 30
1,050	"	18" " "	3.00	3,150 00
108	"	24" " "	4.00	432 00
24	"	36" " "	6.00	144 00
143	Cu. Yds.	Class "C" Concrete	25.00	3,575 00
38	"	Class "D" Concrete	33.00	1,254 00
69	M. FBM	Lumber and Timber	85.00	5,865 00
12,000	Cu. yds.	Broken Stone or Gravel Surfacing (Sta. 0 plus 00 to 422 plus 40)	4.25	51,000 00
11,400	"	Crushed Gravel Surfacing (Sta. 422 plus 40 to 799 plus 70)	3.50	39,900 00
		Bridge at Station 786 plus 75, as follows:		
80	cu. yds.	Class "A" Concrete	35.00	2,800 00
8,000	lbs.	Metal Reinforcement	.08	640 00
60	Lin. Ft.	Concrete Handrail	3.50	210 00
80	cu. yds.	Excavation for Footings	3.00	240 00
				3890 00
		Sub-total		$ 162,034 10
		10% Engineering & Contingencies		16,203 41
		TOTAL		$ 178,237 51

Length of Project - 15.15 Miles
Estimated Cost per mile $11,764.85

County Funds Available	$ 42,087.73
State Funds Available	47,031 03
Federal Aid Requested	89,118 75
Total	$ 178,237.51

Signed:

S.H. Probert
Office Engineer.

h

STATE HIGHWAY DEPARTMENT FEDERAL AID PROJECT NO. 43

GRADING AND SURFACING, DESCHUTES COUNTY LINE-PRINEVILLE SECTION OF THE McKENZIE RIVER HIGHWAY IN CROOK COUNTY

SPECIAL PROVISIONS

Salem, Oregon, March 5,1920

TWO CLASSIFICATIONS

Excavation will be classified under two heads, viz: Common Excavation and Solid Rock Excavation.

Solid Rock Excavation shall include only ledge rock in place which cannot be excavated without drilling and blasting, and boulders having a volume greater than one-half cubic yard. This specification shall in no case be interpreted as including solid rock, shell rock or other material of a rock nature or otherwise which in the judgment of the Engineer may be loosened with a pick, although blasting may be resorted to in order to expedite the work.

Common Excavation shall include all material other than Solid Rock.

PAINTING OF BRIDGES AND TRESTLES

Work to Be Done;

All wood trestles and bridges shall be given two coats of white lead paint. The paint used shall be mixed on the work from only the highest grade white lead and pure boiled linseed oil.

At least four days shall elapse between the application of the last portion of one coat and the application of the first portion of the second coat, and the second coat shall under no circumstances be commenced until the first coat has been inspected and accepted by the Engineer.

No painting will be allowed to be done in wet or freezing weather, and the wood work must be thoroughly dry before any paint is applied.

Payment;

The price bid on "Lumber and Timber" shall include and cover the furnishing of all labor, materials, equipment and other items of cost in connection with the painting of bridges and wood trestles as specified above.

SURFACING TO BE HANDLED IN TWO UNITS

For purposes of contracting the surfacing of this project will be handled in two units; Unit No. 1 extending from the beginning of the project at the Deschutes County Line, to Mile Post 8 at Station 422 + 40, and Unit No. 2 extending from Mile Post 8 to the end of the Project at the intersection of 2nd and "E" Streets in the City of Prineville.

TYPES ,WIDTHS AND THICKNESSES OF SURFACING

For Unit No. two types of surfacing will be considered, viz: Broken Stone Surfacing and Gravel Surfacing; each type to be constructed in accordance with the specifications for the particular type as given herein.

For all of Unit No. 1 the width of surfacing shall be fourteen (14) feet and the average thickness six (6) inches, measured loose.

For Unit No. 2, the widths and thicknesses shall be as follows:

			Width	Loose Thickness
Stations 422 + 40	to	590	14'	6"
Stations 590	to	685	14'	8"
Stations 685	to	763	14'	6"
Stations 763	to	799 + 70	16'	4"

CRUSHED GRAVEL SURFACING

Preparation of Sub-grade;

Before any surfacing material is applied, the roadbed shall be regraded and brought to the cross-section indicated on the profile, all ruts and inequalities in the subgrade shall be eliminated, and such trenching done as may be considered desirable by the Engineer to give shoulders between which to place the surfacing material.

Number of Courses;

Crushed Gravel Surfacing shall be laid in two course of such relative thicknesses as the Engineer may direct.

Gravel to be Crushed;

All gravel shall be run through a crusher, crushing all oversize stones and boulders that occur in the run-of-bank material to a maximum size of one and one-half (1½) inches.

Quality of Material;

The Engineer shall designate the pits from which material shall be obtained and he shall reject all material which in his opinion is not equal in quality and grading to the best available within reasonable hauling distance.

Pits to be furnished by Contractor;

All gravel pits from which material is to be used shall be secured and developed at the sole expense of the contractor.

Hauling, Harrowing and Dragging, etc;

With a view to securing a maximum amount of uniformly smooth and compacted surface, the contractor will be required to do his hauling, so far as practicable, over the surfacing as it is placed; to complete the construction of the base course, from each particular set up before commencing the top course from that set up; and to thoroughly harrow and drag each course at frequent intervals during its construction and as hauling is being done over it.

The intervals at which harrowing and dragging will be required and the manner in which it shall be done, will be determined by the Engineer, basing his judgment upon the results that are and can reasonably be obtained.

Sprinkling and Rolling;

Sprinkling and Rolling will not be required except between Stations 763 and 799 + 70 of Unit No. 2.

Between Stations 763 and 799 + 70 of Unit No. 2, the contractor will be required to scarify the existing macadam, and to sprinkle and compact by rolling, the crushed gravel surfacing, all in full accord with the standard specifications governing the construction of "Crushed Gravel, Waterbound Macadam."

Finishing:

After the surfacing is complete, the contractor will be required to grade up and finish the entire roadbed section, producing a uniform and finished crowned section as indicated on the Profile.

Measurement and Payment:

In his prices bid for "Crushed Gravel Surfacing", the contractor shall include the cost of preparing the subgrade; furnishing, hauling, spreading, harrowing and dragging the surfacing; constructing and finishing the earth shoulders; and all other work in connection with the construction complete of a finished and satisfactory wearing surface.

The quantity of "Crushed Gravel Surfacing" to be paid for shall be the number of cubic yards, loose measure, of material of the particular class delivered and incorporated in the work.

The price bid for "Crushed Gravel Surfacing" shall also include and cover the cost of scarifying, sprinkling, and rolling that section of the surfacing between Stations 763 and 799 + 73 as specified above.

BROKEN STONE SURFACING

Preparation of Subgrade:

Before any surfacing material is applied, the roadbed shall be regraded and brought to the cross-section indicated on the profile, all ruts and inequalities in the subgrade shall be eliminated, and such trenching done as may be considered desirable by the Engineer to give shoulders between which to place the surfacing material.

Number of Courses:

Broken Stone Surfacing shall be laid in two courses of such relative thickness as the Engineer may direct.

Sizes and Quality of Materials:

Broken Stone used in Broken Stone Surfacing shall be crusher run material uniformly graded in sizes up to a maximum of one and one-half ($1\frac{1}{2}$) inches.

Rock suitable for this work is obtainable from ledges in the vicinity of Lost River (Station 155). Only the best and most suitable material available from this or other approved source will be allowed to be used and the Engineer will reject and refuse payment for any material delivered upon the work which is not in his opinion the best available within reasonable hauling distance and of a quality satisfactory for use in surfacing.

Hauling, Harrowing, Dragging, etc:

With a view to securing a maximum amount of uniformly smooth and compacted surface, the contractor will be required to do his hauling, so far as practicable over the surfacing as it is placed; to complete the construction of the base course from each particular set up before commencing the top course from that set-up; and to thoroughly harrow and drag each course at frequent intervals during its construction and as hauling is being done over it.

The intervals at which harrowing and dragging will be required and the manner in which it shall be done, will be determined by the Engineer, basing his judgment upon the results that are and can reasonably be obtained.

Finishing:

After the surfacing is complete, the contractor will be required to grade up and finish the entire roadbed section, producing a uniform and finished crowned section as indicated on the Profile.

Measurement and Payment:

In his prices bid for "Broken Stone Surfacing", the contractor shall include the cost of preparing the subgrade; furnishing, hauling, spreading, harrowing and dragging the surfacing; constructing and finishing the earth shoulders, and all other work in connection with the construction complete of a finished and satisfactory wearing surface.

The quantity of Broken Stone Surfacing" to be paid for shall be the number of cubic yards, loose measure, of material of the particular class delivered and incorporated in the work.

PREFERENCE TO BE GIVEN SOLDIERS AND SAILORS

"In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged soldiers and sailors and marines, but no other preference or discrimination among citizens of the United States shall be made." (Section 6 of an Act of Congress approved Feb. 28th, 1919, entitled "An Act making Appropriations for the Service of the Post Office Department during the fiscal year ending June 30th, 1920, and for other Purposes" - - - Public 299, 65th Congress.)

March 15, 1920.

File: P.R. No. 43

Mr. C.C.Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

We are sending you herewith a copy of the Supplementary Agreement with Oskar Huber, covering changes in his contract for the grading and graveling of the Prineville-Redmond Section of the McKenzie River Highway.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

March 9, 1920.

File: F. A. No. 45

Mr. C. H. Purcell,
District Engineer.
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are submitting herewith two executed copies of the project statement for Federal Aid Project No. 45, together with copies of the resolution passed by the County Court of Creek County appropriating County funds for cooperation on this work. An unsigned copy of the same statement was submitted to you on February 26th.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-EM

S. C. HOOPER.

A. W. SMITH

HOOPER & SMITH

WHOLESALE LUMBER

SALES AGENTS
THE BOOTH-KELLY LUMBER CO
NORTHWESTERN REDWOOD COMPANY

433 CENTRAL BLDG.
[illegible]
LOS ANGELES, CAL.
Pico 183

LOS ANGELES. March 2, 1920.

Mr. R. A. Klein, Secy.,
State Highway Commission,
Salem, Oregon.

PR43

Dear Mr. Klein:

ALL AGREEMENTS ARE MADE SUBJECT TO DELAYS CAUSED BY STRIKES, FIRE, OR OTHER CONDITIONS BEYOND OUR CONTROL.
ALL QUOTATIONS SUBJECT TO PRIOR SALE AND TO CHANGE WITHOUT NOTICE.

I have your favor of the 26th enclosing revised contract for the Redmond-Prineville Belt, which I have signed and forwarded to Mr. Benson.

Yours very truly,

RAB-LL

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 43.

February 27, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We hereby acknowledge receipt of an unsigned copy of project statement and certified copy of order of the County Court of Crook County, for the proposed Federal Aid post road project between Redmond and Prineville, known as Redmond-Prineville Section of McKenzie Highway.

We have given this project our number 43.

Very truly yours,

CH Purcell

District Engineer,

Noted
JAP

MAR 1 1920

February 28, 1920.

File: P. R. No. 43

Mr. Oskar Huber,
Sherlock Bldg.,
Portland, Oregon.

Dear Sir:

This is to advise that the arrangement made by you and our Division Engineer Mr. C.C. Kelley, in regard to the extension of your contract for the Redmond-Prineville work to include all surfacing between Mile-post eight and the city of Prineville is satisfactory with us and is hereby approved, subject, of course, to the approval of the State Highway Commission.

We do not desire, however, to include under this contract, the construction of the 24' reinforced concrete bridge over the mill race in the city of Prineville. This work is now being advertised and we would be pleased to have you submit a bid. With this in view, we are sending you a set of the plans and specifications for this structure.

A supplementary agreement covering the extension of your contract as outlined above is now being prepared and will be submitted to you for your signature very shortly.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

PR 43

February 27, 1920.

Mr. G. C. Kelley, Division Engineer,
The Dalles, Oregon.

Dear Sir:

We have your letter of February 19th recommending that Oskar Huber's contract for the Redmond-Prineville Section be extended to include all surfacing between M. P. 8 and Prineville, and that the surfacing between M. P. 0 and M. P. 8 be let under a separate contract. This arrangement has been approved by Mr. Nunn and you are hereby authorized to proceed on this basis.

It will not be possible, however, to extend Mr. Huber's contract to include the construction of the 24' reinforced concrete bridge in Prineville. This work is now ~~to be~~ being advertised for bids to be received on March 23rd and a set of the plans and specifications will be forwarded to Mr. Huber so that he may submit a bid if he so desires.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

by

SHP/h Office Engineer.

February 23, 1920.

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

P.R. #43

Dear Sir:

For your preliminary investigation we are submitting herewith an unsigned copy of a "Project Statement" requesting Federal Aid in connection with the grading and gravelling of a section of the McKenzie Highway between the Deschutes County Line and Prineville. We have assigned to this project the number 43.

You will recall that the improvement of this section was originally contemplated under Federal Aid Project No. 33, which project has since been cancelled.

Two additional copies of this statement will be submitted to your office as soon as the signatures of the Highway Commissioners can be obtained.

The detailed plans for this project are practically complete and will be submitted within the next few days.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

By
Office Engineer.

SHP/h
encl.

Noted

Oregon

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

Project No. 43
(Not to be filled in.)

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) February 25, 1920.

THE SECRETARY OF AGRICULTURE,
Washington, D. C

Sir:

The State of -Oregon-, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Road Bonding Acts, Chapter 173, Laws of 1917, and Chapter 31 Laws of 1920 (Cite statutes and resolutions or orders giving Highway Department jurisdiction.), in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance.

1. Local name of road Redmond-Prineville Section of McKenzie Highway.
2. Located between Redmond and Prineville, County of Crook
3. Points of beginning and ending Begins at Deschutes County Line, Ends at intersection of A and 2nd Streets in Prineville.
4. Length in miles (gross) 15.15 (net) 15.15

Note.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4266

oject used as post route 8.5; miles not used as post route 6.65

major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

Those portions of project over which mail is not now carried classify as links, less than ten miles in length, between mail routes. While the county is sparsely settled at the present time it gives promise of rapid development immediately upon completion of irrigation projects now under way. The soil which is volcanic ash, is very productive when watered.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Is a link in the McKenzie Highway, an important State thoroughfare.

11. Improved roads adjacent or contiguous and type of each None

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (a) trucks 10, (b) passenger motor vehicles 100, and (c) horse-drawn vehicles 25

13. Local traffic, approximate average daily number of (a) trucks 10, (b) passenger motor vehicles 25, and (c) horse-drawn vehicles 20

14. Description and present condition of traveled way Road runs over natural ground surface. Circuitous alignment to avoid scab rock. Road not graded or crowned. Surface good in spring and fall; muds up in winter; very dusty in summer. New location follows closely the existing road.

15. Proposed width of surfacing 14 ft; feet between ditches (Minimum) 16'/; approximate maximum gradient 5 per cent.

16. Proposed type of construction Grading and Crushed rock and gravel surfacing 6" to 8" thick

17. Location, nature, and extent of deposits of local materials suitable for use on this project Sta. 165 Hard Lava rock 20' to 30' face adjacent to line. Sta. 570 lava rock 2000' south of line 15' face. 692. 30' face basaltic rock adjacent to line. Sta. 788 cement gravel deposit 300' north of line which has excellent cementing qualities.
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet Sta. 155 (Lost River) old bed of Crooked River 6 - 19 foot spans framed trestle. Sta. 786 (Mill Race) 1 - 34 foot reenforced Concrete Bridge.
(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State of Oregon and County of Crook
(State or (and) county.)

20. Amount of funds which are / will be available for construction: (a) State $42,063.01 and such additional amounts as may be required to insure completion of project. State and Federal Road Bonding Acts.
(Amount.) (Source; refer to statute.)

(b) County $42,067.73 Raised by bond issue and appropriated for this project by resolution of County Court.
(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by
(State or (and) county.)
from the following sources: (Attach standard form resolution).
(Refer to statute.)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction None

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)
Resolution of County Court appropriating County funds.

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project Oregon State Standard forms of Contract and Contractor's bond will be used.

25. Reconnaissance estimate of cost of project:

Made by C. C. Kelley Date February 20th, 1920

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds.	Excavation, ...% rock				
	Sq. yds.	Surfacing of				
All		Clearing and Grading	Lump Sum		$ 2,500	00
71,420	cu. yds	Common Excavation		54	38,566	80
5,750	" "	Solid Rock Excavation	1	80	10,350	00
6,600	Sta. Yds	Overhaul		05	330	00
798	Lin. Ft.	12" Culvert Pipe	1	35	1,077	30
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
1,050	Lin. Ft	18" Culvert Pipe	3	00	3,150	00
108	" "	24" " "	4	00	432	00
24	" "	36" " "	6	00	144	00
106	cu. yds.	Class "C" Concrete	25	00	2,650	00
38	" "	" "B" "	33	00	1,254	00
69	M.F.B.M.	Lumber and Timber	85	00	5,865	00
1	Only	24' Rein. Conc. Bridge			3,800	00
10,383	cu. yds.	Gravel Surfacing	3	50	36,340	50
10,951	" "	Crushed Rock Surfacing	4	25	46,541	75

Length, 15.15 miles.

Cost, $ per mile.

Subtotal	153,001	35
10% Engineering and Contingencies	15,300	13
Total	168,301	48

This estimate approved by:

(Title) State Highway Engineer.

26. Amount of Federal aid desired $84,150.74

(State in lump sum or percentage, but not both.)

8—4266

yment desired on completion or as work progresses

As work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of State of Oregon, Salem, Oregon.

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

Chairman
(Title of officer.)

By

Commissioner
(Title of officer.)

By

Commissioner.
(Title of officer.)

IN THE COUNTY COURT OF THE STATE OF OREGON FOR THE COUNTY OF CROOK

In the Matter of the Appropriation of Funds for the Improvement of the Redmond-to-Prineville Section of the McKenzie Highway. :

ORDER

WHEREAS, Demand is now made by the State Highway Commission of the State of Oregon for an appropriation of funds already provided by the voters of County of Crook, State of Oregon, for the permanent improvement of the section of McKenzie Highway between Redmond, Oregon, and Prineville, Oregon:

IT IS THEREFORE HEREBY CONSIDERED AND ORDERED, That the sum of FORTY-TWO THOUSAND EIGHTY-SEVEN AND 73/100 ($42,087.73) be, and the same is, hereby appropriated from the funds already provided by the voters of said County of Crook by bond issue for the improvement of the said highway and the County Clerk of said Crook County, is hereby directed to draw his warrants against the said bond issue in favor of the said Highway Commission of Oregon as required.

Given under our hands this 17th day of February, A. D., 1920.

(signed)

N. G. WALLACE
County Judge

E. T. LUTHY
County Commissioner

HUGH LISTER
County Commissioner

Order-

STATE OF OREGON
ss.
County of Crook

I, Asa W. Battles, County Clerk of the County of Crook State of Oregon, and clerk of the county court of said county and state, do hereby certify that I have carefully compared the foregoing copy of the order of said county court made and entered this day In the Matter of the Appropriation of Funds for the Permanent Improvement of the Redmond-to-Prineville Section of the McKenzie Highway with the original of the said order now on file and in my custody in my office at Prineville, Oregon, and that same is a full, true and correct transcript from said order, and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto affixed my hand and the seal of the said Court this 17th day of February, A. D., 1920.

County Clerk of Crook County, Oregon
and Clerk of the County Court
of the State of Oregon for Said
Crook County.

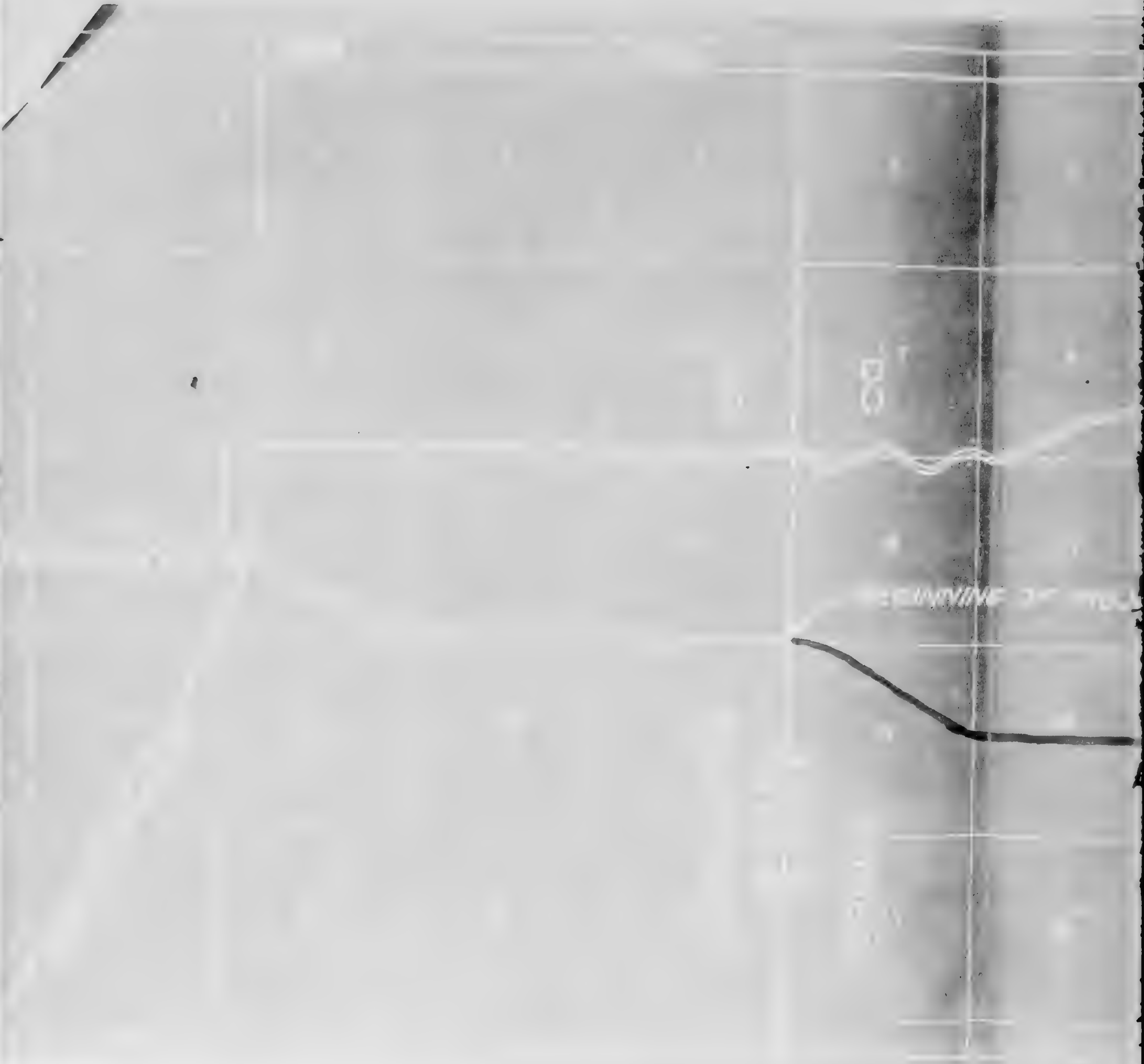
STATE OF OREGON
ss.
County of Crook

I, Asa W. Battles, County Clerk of the County of Crook State of Oregon, and clerk of the county court of said county and state, do hereby certify tht I have carefully compared the foregoing copy of the order of said county court made and entered this day In the Matter of the Appropriation of Funds for the Permanent Improvement of the Redmond-to-Prineville Section of the McKenzie Highway with the original of the said order now on file and in my custody in my office at Prineville, Oregon, and that same is a full, true and correct transcript from said order, and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto affixed my hand and the seal of the said Court this 17th day of February, A. D., 1920.

Asa W Battles

County Clerk of Crook County, Oregon
and Clerk of the County Court
of the State of Oregon for Said
Crook County.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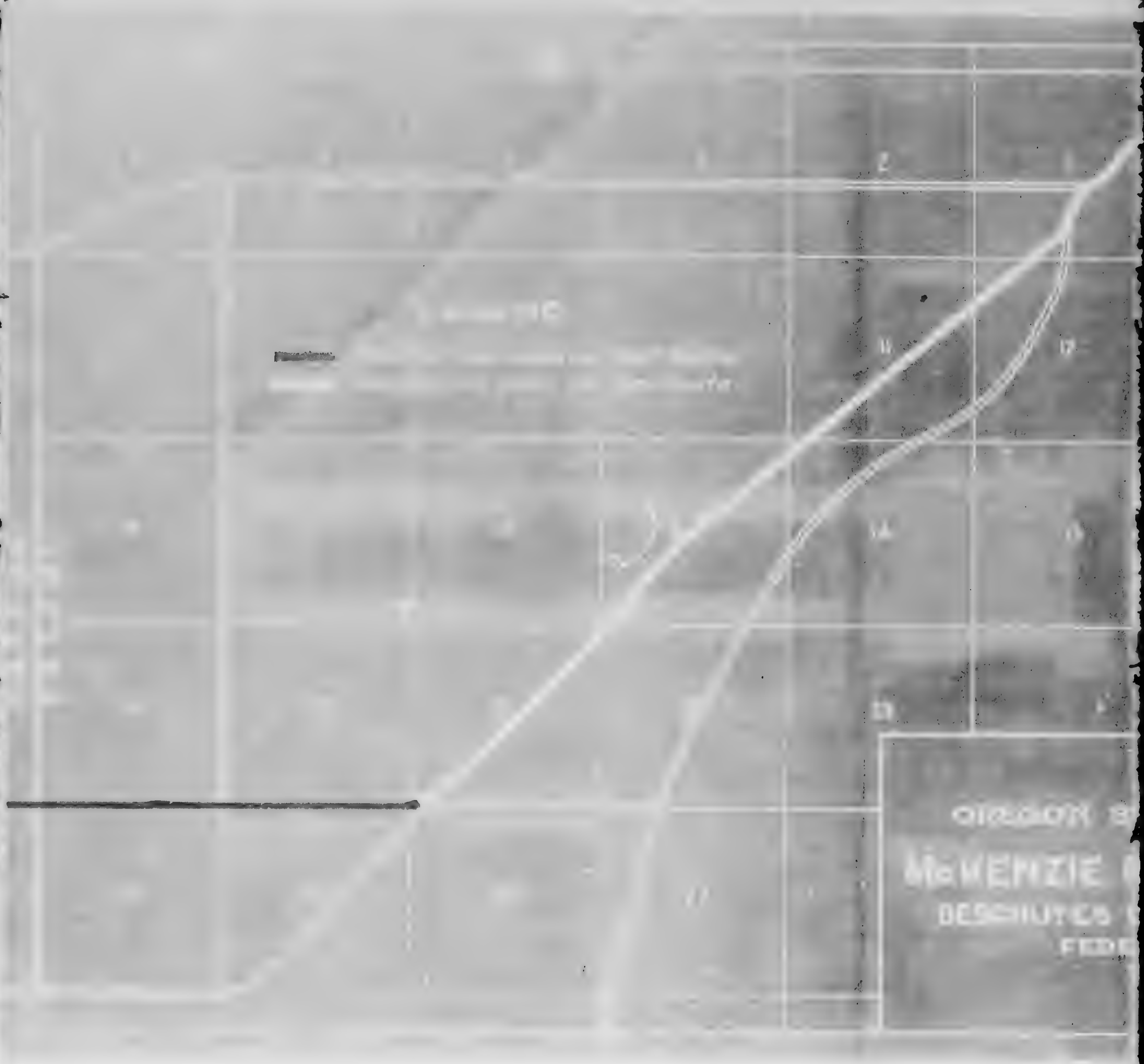
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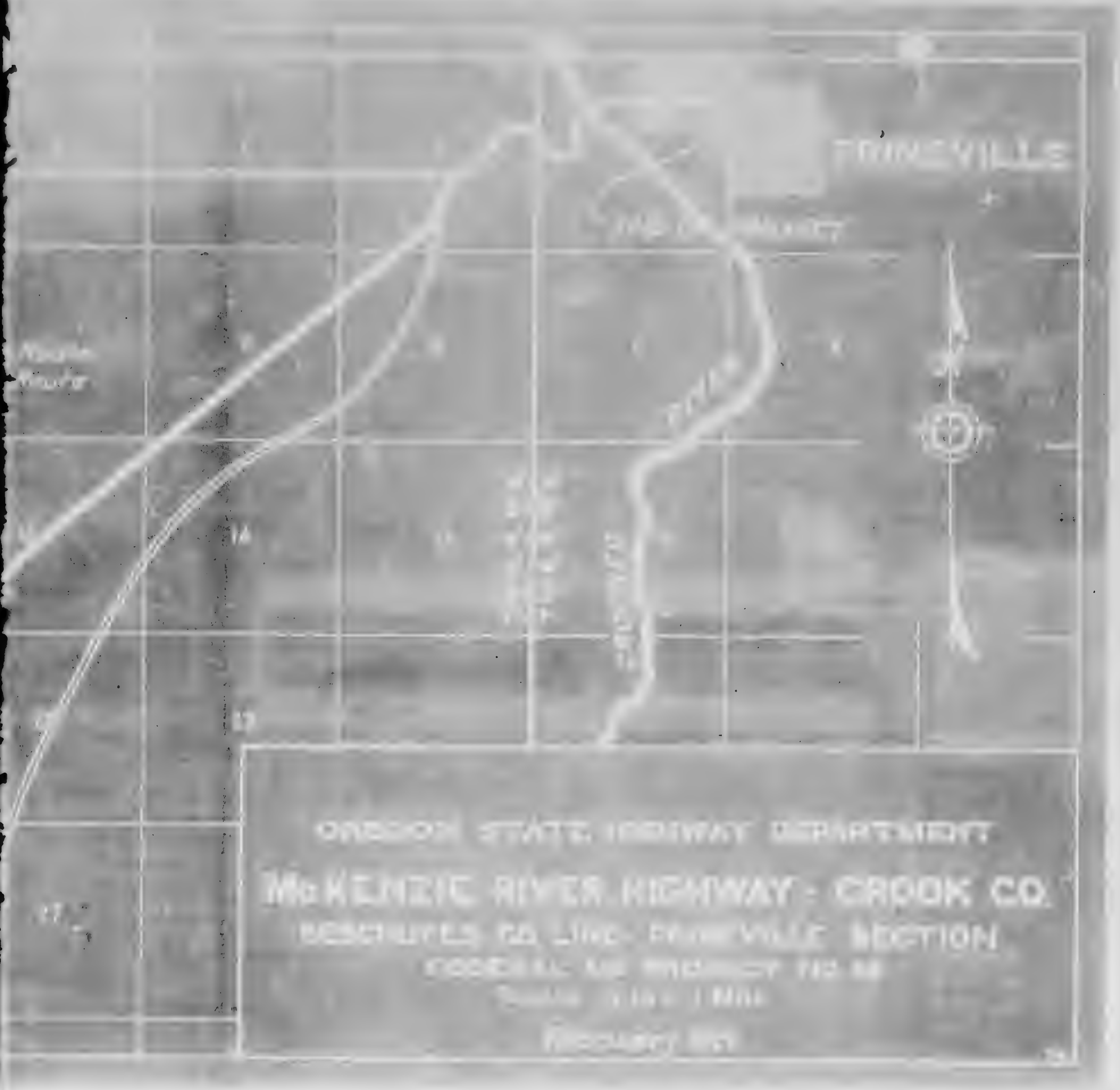

OREGON STATE HIGHWAY DEPARTMENT

McKENZIE RIVER HIGHWAY - CROOK CO.

DESCHUTES CO. LINE - PRINEVILLE SECTION

FEDERAL AID PROJECT NO. 88

Scale 1 in = 1 Mile

February [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

43

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads.
Oregon F.A.33.

February 25, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Recently you withdrew Project No. 33, and it was our understanding that a new project was to be presented covering the grading and surfacing of the road between Prineville and Redmond.

As this work is under contract, we would suggest that the project statement be filed as quickly as possible so that we may be able to act on it before work is begun.

Yours very truly,

B. J. McKesson
Acting District Engineer.

Noted
SAP

FEB [illegible] 1920

FORM 8A 2M-11-19

BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE } COMMISSIONERS
J. N. BURGESS, PENDLETON

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 43

7PB - Extention of Contract No. 233.

The Dalles, Ore., Feb. 23, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Please note the attached letter from Oskar Huber confirming tentative agreement for additional surfacing on the Prineville-Redmond Section of the McKenzie Highway, as outlined in my letter of February 19th.

Respectfully,

C.C. Kelley

C. C. Kelley,
Division Engineer.

CCK:kl
1 Encl.

ANSWERED
S.H. Probert

FEB [illegible] 1920

OSKAR HUBER
General Contractor
227 SHERLOCK BUILDING
PORTLAND, OREGON

2/19/20

Bd.
Prineville-Redmond Sec.

Mr C C Kelley,
Division Engineer,
The Dalles, Ore.

Dear Sir:

In line with the tentative plans which you outlined during our recent trip over the Prineville-Redmond Section of the McKinzie Highway, we are willing to place crushed gravel according to the original specifications at our contract price of $3.50 per cu yd, from Prineville Station 800 to the end of Mile 8, Stations 422 + 40.

It is understood that we are to do the scarifying and rolling from Station 762 to Station 800 without charge to the State, the only condition being that we be paid for the gravel placed at our contract price and that the County furnish the use of a roller without expense to us.

Not accepted

We further agree to construct bridge over Mill Race in the city of Prineville at $33.00 for Class A Concrete, which was our bid for Class B Concrete and 9¢ per pound for reinforcing steel, $3.00 for hand railing and excavation at our contract price.

Respectfully yours,

Oskar Huber

Approved by Mr. Nunn
SHP

Supplementary agreement
made up to cover.
SHP

FORM 8A 2M-11-19

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

7PB : Extention of Contract No. 233.

PR
43

The Dalles, Ore., Feb. 19, 1920.

RECEIVED
FEB 23 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

On the 17th inst. I was over the Prineville-Redmond Section with Mr. Huber, and made tentative agreement, subject to your approval, for the extention of Mr. Huber's contract, the conditions of which are as follows:

The limits of surfacing are to be extended to include the work between Station 422+40 (end of Mile 8) to Station 800 (intersection of A and Second Streets, City of Prineville). Station 422+40 to Station 590, crushed gravel to be placed six inches by 14 feet, 4,345 cubic yards. Station 590 to 685, eight inches by 14 feet, 3,284 cubic yards. Station 685 to 763, six inches by 14 feet, 2,022 cubic yards, making a total of 9,650 cubic yards which would be placed according to the specification and unit price in the original contract.

From Station 763 to Station 800 it is proposed to scarify the existing macadam, placing 732 cubic yards additional crushed gravel and to roll same with a ten ton roller. Contractor is to receive payment at his contract price for incorporating the gravel into the work, but the expense of scarifying and rolling will be borne by himself. It is understood, however, that the County will furnish the use of a roller, without expense, to the contractor, and this tentative arrangement has been made with the Court.

Considering the fact that this proposition involves an extreme haul of six miles westerly from the gravel deposit at Station 738, and that rock crusher sites at Station 692 and 570 could not be operated under a new contract at a unit cost as low as the one we now have, and furthermore, that the crushed gravel, due to its natural cementing qualities, is much more desirable than the crushed rock, I recommend that we extend Mr. Huber's contract as outlined above.

The proposition is, however, not without its advantage ~~to~~ the contractor, as it gives him a greater yardage at the same cost of instalation, and eliminates approximately one mile of dead haul, and allows the advantage of a down grade haul from Sta. 738 to Station 800, which was not contemplated in the original contract.

Mr. Huber also proposed, provided it could be incorporated in his present contract, to construct the 24 foot ~~Revised~~ reinforced concrete structure over Mill Race (Station 786 - Bridge No. 527) at a price for Class "A" concrete of $33.00 per cubic yard, which was the bid on Class "B" concrete under his contract; reenforcing steel at 9¢ per pound; hand railing at $3.00 per linial foot, and foundation excavation at his contract price for ~~same~~ excavation. This proposal, however, is not contingent upon the gravel proposition being accepted. Hereunder is a summary of the quantities that would be involved under an extended contract.

Approx. Quantity	Unit	Item	Price	Amount
All	Lump Sum	Clearing-Grub.	2,500.00	2,500.00
71,420	Cu. Yds.	Common Exc.	.54	38,566.80
5,750	" "	Solid Rock Exc.	1.80	10,350.00
6,660	Sta.Yds.	Overhaul	.05	330.00
798	Lin. Ft.	12" Plain C.Pipe	1.35	1,077.30
1,050	" "	18" R.Conc. Pipe	3.00	3,150.00
108	" "	24" " " "	4.00	432.00
24	" "	36" " " "	6.00	144.00
86	Cu. Yds.	Class "C" Conc.	25.00	2,150.00
38	" "	" "B" "	33.00	1,254.00
69	Ft.B.M.	Lumber & Timber	85.00	5,865.00
x 1	Only	24' R.Conc.Bridge		3,800.00
10,383	Cu.Yds.	Crushed Gravel	3.50	36,340.50
xx	Total Extended Contract			105,959.60

x - Item must be revised if Huber proposal is accepted.

xx - Quantities shown have been revised in Salem Office and do not conform to quantities in contract.

WORK TO BE DONE UNDER SEPERATE CONTRACT

10,951	Cu.Yds.	1½" Crushed Rock	4.25	46,541.75
	Total Estimate of Project			152,501.35
	Plus 10% Engineering Contingencies			15,250.14
	Total Funds to be appropriateed			$167,751.49

I am compiling specifications and estimate of the additional surfacing to be advertised, and if for any reason this contract cannot be extended in the manner above described, I should like to be promptly advised.

Respectfully,

C. C. Kelley

C. C. Kelley,
Division Engineer.

CCK:kl

ANSWERED
S.H. Probert

Supplementary agreement
made up to Com.
SHP

PR 33 / 43

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 33.

NOTED
H.N.

February 9, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Your letter, signed by Mr. Probert, relating to Oregon Federal Aid Project No. 33, received.

Project No. 33 has been cancelled as requested. We believe it will be better to assign a new number to the new project between Redmond and Prineville, and, of course, an entirely new project statement should be filed with supporting papers. Care should be exercised to see that the project statement is complete and that the usual certificates as to funds accompany it.

We now have sufficient information available to enable us to forward the project statement without delay, if it is found to be complete.

Yours very truly,

C. L. McKesson
Acting District Engineer,

Noted
SHP

43

NOTED
H.N.

February 7, 1920.

File: P. R. No. 33

Mr. C.C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

In connection with the changed plans for the Federal Aid Project in Crook County, it will be necessary that we submit a revised project statement, and make some changes in our plans for construction. We have started the preparation of the revised project statement, and we are enclosing herewith the statement form, and would request that you add such information as has not already been filled in and make any changes in the information which we have supplied which may be required in order to make the statement apply to the revised plans as you may wish to work them out.

It seems to have been the intention of the Commission to include the construction of a sixteen foot gravel s surface over the entire length of this Project. It has occurred to us that it might work out to the advantage of the State to consider a broken stone surface over a part of the distance. We have also noted that over a considerable portion of this project, the grading quantities have been estimated for a roadbed only sixteen feet between ditches, which makes it practically impossible to construct a sixteen foot surfacing. We believe it would be desirable, therefore, to consider either narrowing the gravel surfacing to a width of twelve or fourteen feet, or else the widening of the grading section to atleast eighteen feet between ditches in cut. We note that the specifications for the gravel surfacing as awarded to Mr. Huber call for a loose thickness of eight inches. It does not appear to us that the conditions of traffic and roadbed over this section are very much different from those over the section between Madras and the Deschutes County Line, and if a four inch surfacing is satisfactory for the last mentioned project, it would appear that it would be equally satisfactory for the work between Prineville and Redmond.

We would suggest that you make a very thorough investigation of this Project, making any such changes in the original plans as may appear warranted, checking over the classification, drainage, grading line, etc. It would be well also to take up with Oscar Huber the matter of the construction of the extra surfacing required with a view to securing from him a supplementary contract governing the construction of this surfacing, or determining whatever method for handling this feature of the work should be followed.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

February 7, 1920

File: F. A. P. No. 33

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accordance with the action taken by the State Highway Commission at their meeting on February 5th, we desire to withdraw our request for Federal Aid in connection with the grading of that part of Federal Aid Project No. 33 between Prineville and the Dowis Ranch. It would appear to us that the best way to handle this matter would be to cancel all of Federal Aid Project No. 33 and to submit a new project statement requesting Federal Aid in connection with the grading and graveling of that part of the original Project No. 33 lying between the Deschutes County Line and Prineville. If this meets with your approval, you may consider this our formal request for the cancellation of Federal Aid Project No. 33.

We are now making arrangements for the preparation of a project statement requesting Federal Aid to the extent of 50% in connection with the grading and surfacing of the Redmond-Prineville Section of the McKenzie River Highway. This statement will be ready for submission in about one week, and the final project plans will be completed and ready for submission very shortly thereafter. We would be pleased to be advised as to whether this project should be carried as Federal Aid Project No. 33, or whether an entirely new number should be assigned.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

43

January 22, 1920.

File: P. R. No. 53

Mr. C.C. Kelley,
The Dalles, Oregon.

Dear Sir:

In the project statement~~s~~ submitted for the Crooked River Project and in the contract for the construction of the Prineville-Deschutes County Line Section there is contemplated 4½ ~~six~~ miles of gravel surfacing. While we do not have in this office the exact station limits of this proposed surfacing, we believe, that it was intended to be between station 439 and about 683. We would be pleased to have you investigate this project and determine the exact stations that should be surfaced and advise as to the type of surfacing which should be used, stating fully the widths, thicknesses, character of material manner of placing, and other matters that should be included in the Special Provisions which must be submitted to the Bureau of Public Roads. There has also been reference made in certain correspondence in regard to this project to resurfacing which may be required within the city limits of Prineville. We would like to receive complete information in regard to this resurfacing work.

There is also some question as regards the construction of bridges within the city limits of Prineville. We were for a time under the impression that these bridges were to be included as a part of the project and the Cost shared by the Federal Government, the County and the State, but at the last Commission meeting, the County Judge seems to have stated that these bridges as well as the grading within the City of Prineville are to be paid for by the County without cooperation by the State or Federal Government. We believe that these matters should be taken up at once with the County Judge and definitely settled, as the project plans are now completed and ready for submission to the Bureau of Public Roads. We believe also that the State Highway Commission will desire to receive bids upon this work at their March meeting. An early settlement of these features is therefore necessary. For your information, in connection with the completion of these details, we are sending you under separate cover blue prints of the Federal Aid plans as far as completed.

Very truly yours,
HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

GHD

~~PR 33~~

NOTED
H.N.

43

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. I

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads.
Oregon 33 - 35 - 36.

December 2, 1919.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

An inspection with plans in hand will be made of Oregon Projects 33, 35 and 36 in the very near future. If found satisfactory our recommendation of approval of the plans will immediately follow the report of the inspection, and you will be notified of the date of such approval.

If any work has been done prior to date upon which approval of plans is recommended, you should, upon receipt of the notice giving the date of approval of plans, have an estimate made at once of work done before that date in order that such work can be omitted from the Agreement Estimates.

Very truly yours,

J. A. Elliott
Acting District Engineer,

Noted
S.H.P.

P.R. # 43

December 2, 1919.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

On our Project Statement for Federal Aid Project No. 33, we stated under paragraph seven on page two that the population of Prineville is probably 2,500, and that the project contemplates no work within the city limits of Prineville.

Since the submission of this Statement, it has been considered desirable to include the improvement of certain city streets within the city limits of Prineville in the Project, and we find upon investigation, that the population of Prineville is now about 1,800. We are calling this to your attention at this time in order that there may be no misunderstanding when our plans are submitted and include work within the city limits.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-RM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. I

IN YOUR REPLY PLEASE
REFER TO FILE NO. 481

POST-OFFICE BUILDING
PORTLAND, OREGON

November 17, 1919.

RECEIVED
NOV 18 1919
STATE HIGHWAY ENGINEER

State Highway Commission
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of November 15th, signed by Mr. Probert, relative to the submission of plans for Oregon Project No.33. We note that plans for this project cannot be completed for probably six weeks and we take this opportunity to say that no work must begin on the project until, or unless the plans are recommended by this office.

It was not our intention to lead you to believe that the practice of submitting road plans without bridge drawings is acceptable to us. We have allowed you to do this is special cases in order to expedite the approval of the plans, but request you in the future to make every effort to submit plans complete including the bridge drawings.

Very truly yours,

Jack Moskowitz
Acting District Engineer,

CONTRACT #235

PR-17 Cow Valley-Brogan 1919 - 1922

235

PR 17

April 28, 1921

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir;

This will advise you that we are today writing to our field engineers, instructing them to proceed with maintenance work in connection with Federal Aid project No. 17 in accordance with the recommendations made in the maintenance report submitted by you with your letter of April 26th.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:ME

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

April 26, 1921.

ak

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We are transmitting herewith a copy of a recent maintenance inspection report on Oregon Federal Aid project No. 17. Considerable maintenance is apparently necessary on this project and we trust that it will receive proper attention.

Yours very truly,

C H Purcell
District Engineer.

SHP
Reports show work progressing favorably ak

ANSWERED
S B [illegible]

TENANCE INSPECTION

COPY SE
FFICE

Oregon
17
One

District Engineer, Portland, Oregon. April 16, 1921.

John Day Hwy., Cow Valley-Brogan section

Malheur

April 14, 1921. C. Andersen

Senior Highway Engineer.

Inspection made with Resident Engineer Davis of State Highway Department.

Project consists of 9½ miles of grading. Completed summer of 1920.

Surface:- The surface is in fair condition for an earth road. Very little maintenance has been done and this should have been done sooner, that is, when the frost first went out of the ground. As it is the ground has dried out and it will be difficult to do very effective work.

One man with a team is now doing maintenance work.

88

Slopes:- Many of the slopes have developed slides which are being removed.

Ditches:- Most of the ditches have been filled by these slides.

Maintenance cost:- So far less than $200.00 total has been spent on maintenance.

Bridges, Culverts & Drains:- The drainage structures are in good condition.

Railroad Crossings:- There are no railroad crossings or road signs on this job.

Comments:- The road is amply adequate for the traffic which is very light. During the inspection only two vehicles were encountered in going and returning over the entire project.

The State engineers were requested to see that the county authorities proceed at once to do more vigorous maintenance work; this was promised.

This was an excellent grading job when first completed and it can be maintained to do good service as an earth road, as the material forming the road bed is heavy and mixed with gravel and small rock fragments.

Photographs:- Attached.

Copy to
Braddock
Kane, F.S.

Enc.

Feb. 4, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-17

Dear Sir:

Herewith we are enclosing four copies of corrected voucher on the Cow Valley-Brogan Section, Oregon Federal Aid Project No. 17, in the amount of $15,460.10. This voucher supersedes the one previously sent you in the amount of $15,793.90, and has the engineering items prior to Jan. 10, 1920 eliminated.

Regarding the reconciliation of the quantities shown for the various bridges with the final estimate, we beg to advise that it might have been possible that in the adjustment of over-runs and under-runs we could have shown an item of Class "B" Concrete as an over-run on the structure at Sta. 413. However, as no concrete was approved for this structure on the project agreement estimate, we did not care to take a chance of having the voucher held up and returned to us on account of a technicality. We therefore left all over-runs out where work was done on any item if that same item did not appear in the quantities shown in the project agreement estimate for that particular structure.

For your information in this matter we are enclosing a copy of the final voucher giving the contractors and the detailed distribution of the structures to which the various quantities are applicable. The item of 4,711 lbs. of Metal Reinforcement was inadvertently left off of this voucher and payment was made to the contractor for this item under a separate commercial voucher. The reduction in the quantity of Class "B" Concrete from the quantities shown on previous estimates was occasioned by errors found in the notes while making the final check of construction quantities in this office.

In this Contractor's voucher which is sent you you will note that the date of final completion was given as Aug. 10, 1920, and this is the date which we have used on the final Government Voucher.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,
ET
Enc.

FORM 4

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

REFERRED TO
Robert
BY H. N.

La Grande, February 1, 1921.

23 PB-

P.R. 17

REC
FEB 10 1921
STATE HIG[illegible]Y ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I am submitting herewith report on contractors' costs on grading the Cow Valley-Brogan section of the John Day River Highway in Malheur county. This work was performed from December 15, 1919 to May 8, 1920.

I have shown in detail the yardage by station gangs; prices paid them by contractors; the expenses to the station men, the net amount received by them and their rate per day, which in general averages between five and eight dollars per day. The station men worked very industriously and for long hours. Moysen, station man, made eleven and fourteen dollars a day on team work on common excavation between stations 438 to 445 and 451 to 505. This is somewhat misleading as Moysen had eight teams of his own, which made a large part of the money.

I have had to make a few assumptions in regard to the actual cost to the contractors on items bid, but I believe them to be nearly correct. The general overhead expenses can be checked in your office. This was partly taken from contractors' records and general data accumulated by the resident engineer and myself. Assumptions were made on interest on borrowed money, freight on equipment in and out, wear and tear of equipment, and expenses of general office.

I am keeping similar cost data on all construction now under way, and will submit report to your office on completion of work.

Very respectfully,

R H Baldock

Division Engineer.

HWN

RHB/V

P.S Will keep more careful check on overhead expense in future

[illegible]
100 20
600
[illegible]

0

60[illegible]

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	88.00	[illegible]	[illegible]
[illegible]	172.25	[illegible]	[illegible]
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		500	.06
		407	.06
		400	.06
		200	.06
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST-OFFICE BUILDING
PORTLAND, OREGON

January 29, 1921.

OR 17

State Highway Commission,
Salem,
Ore.

Gentlemen:-

We return herewith final voucher for Oregon Federal Aid project No . 17.

It is impossible to reconcile the quantities for bridge construction shown on this voucher with the fifth and final revised estimate signed by the Assistant Bridge Engineer. Most of the quantities in the voucher appear to be less than shown in this final estimate and we thought that you might desire to secure more Federal Aid. The item for metal reinforcement, however, is not shown at all in the final estimate and by reviewing previous estimates it seems to have been included in the payment for Class "B" concrete. We would like to have you explain how the payment for this steel was handled. We would also like to have you explain the large reduction that has been made in the item of Class "B" concrete in the revised estimate.

Another matter we note is that the revised estimate gives the date of completion as October 31 whereas your voucher indicates that it was completed August 10, and we are inclined to believe that the latter date is probably more correct.

CW [illegible]

Under Pole Creek bridge you have shown Class "A" concrete instead of Class "B". In accordance with the ruling regarding payment for work done prior to the approval of the District Engineer we will have to ask you to eliminate engineering expenses incurred prior to January 10, 1920.

In other respects the voucher appears to be correct.

Yours very truly,

C H Purcell

District Engineer.

Dec. 22, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File FA-17

Dear Sir:

Herewith we are sending you four copies of final voucher on the Cow Valley - Brogan Section, Oregon Federal Aid Project No. 17, in the amount of $12,795.36.

8.84
5

You will note that we have left the date of execution of the Modified Agreement blank. This is occasioned by the fact that while the Modified Agreement has been executed, we do not have the date of execution available in this office.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza.

MF

Enc.

State Highway Department
OREGON P

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

January 20, 1921.

MEMORANDUM FOR THE DISTRICT ENGINEER AT Portland, Oregon.

The modified project agreement and certificate to cover Oregon project No. 17 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LEB/fm

Oregon project No. 17, Federal Aid Road Act,
July 11, 1916, (39 Stat. 355).

MODIFICATION OF PROJECT AGREEMENT.

WHEREAS, by that certain project agreement signed on May 7, 1920, by the State Highway Commission of Oregon, and on April 27, 1920, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain rural post road described therein and designated as Oregon project No. 17; and

WHEREAS, the said State Highway Commission has requested approval of certain necessary changes in drawings, as the result of which the quantities in some items have been increased; and

WHEREAS, the contract has been awarded for the construction of said project in a sum which with 10 per cent added for contingencies amounts to $119,551.41, and by reason thereof the said State Highway Commission has requested that the estimate of cost approved for said project be increased from $115,462.16 to the above stated amount and that the Federal funds approved and set aside to the credit of the project be increased from $57,731.08 to $59,775.70.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the proposed revision of the drawings be approved and that the said project agreement be amended as follows;

The third "Whereas" paragraph shall read:

> "Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of fifty-nine thousand, seven hundred and seventy five and 70/100 dollars ($59,775.70) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States prorata share of the cost of said project shall not in any event exceed (a) the said sum of fifty-nine thousand, seven hundred and seventy five and 70/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of one hundred and nineteen thousand, five hundred and fifty-one and 41/100 dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

2 Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Department on the 4th day of January, 19 21, and the Secretary on the 7th day of December, 19 20.

State Highway Commission of Oregon

By ______________________
Chairman, State Highway Commission.

By ______________________
Member, State Highway Commission.

By ______________________
Member, State Highway Commission.

E D Ball,
Secretary of Agriculture.

(Amendment of Cert[illegible]ate of Approval of Plans, Sp[illegible]cations, and Estimates, executed April 27, [illegible], to cover Oregon Federal Aid Project No. 17.)

Form No. PR. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 0/0 at ½ cor. between Sec. 10 and 11, T. 15 S., R. 41 E., and Station 520/0 on north town line of Brogan. locally known as the John Day Highway, Cow Valley-Brogan Section, Malheur County. and designated in the records of this Department as Project No. 17, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $ 119,551.41 in addition to the $57,731.08 approved by certificate of April 27, 1920. as the total estimated cost of said project, and the sum of $ 2,044.62 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 7th day of December one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

E D Ball
Acting *Secretary of Agriculture.*

Form No. 39.

PR 17

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec. 5th, 1920. 192

Job Name Brogan-Vale Section

Week from 11/29 to 12/4

Mail Address Vale, Ore

Highway John Day

Telegraph or Telephone Address Same

County Malheur Job Prefix 23PB

Express and Freight Address Same

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractors Gilmore and Richey finished concrete head walls between Vale and Jamieson this week. Nothing else done as the grade has been too soft for teams, account of rains.

OTED
H. B. GLAISYER

Signed

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

Sept. 17, 1920.

File PR-17

Mr. R. H. Baldock,
Division Engineer,
Pendleton, Oregon.

Dear Sir;

Receipt is acknowledged of your letter of September 15th making inquiry in regard to the final payment to the Morrison-Knudson Co. in connection with their contract for the grading of the Cow Valley-Brogan Section.

The voucher covering final payment under this contract was mailed out for the affadavit of the contractor on September 16th.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by SHP
ET
C. C. to Morrison-Knudson Co.,
302 Broadway, Boise, Idaho.

FORM [illegible]

BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR
17

Baker, September 15, 1920.

In re: 23 PB-

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

I inclose herewith copy of letter from Mr. H. W. Morrison of the Morrison-Knudsen Company of Boise, Idaho, which is self explanatory.

Would appreciate your early attention to this matter, and assure you that whatever you may do to expedite this payment will be appreciated.

Very respectfully,
R H Baldock
Division Engineer.

RHB/v

Incl.

Ramm:— What date will this voucher go out?

ANSWERED
S. H. PROBST

RECEIVED
SEP 16 1920
HIGHWAY ENGINEER

Final Voucher Mailed for Signature 9/15 Amt $4,682.93
with Force acct

(C O P Y)

Boise, Idaho, Sept. 1, 1920.

Mr. R. H. Baldock,
Division Engineer Oregon State Highway Department,
Baker City, Oregon.

Dear Sir:

We would like to inquire why the retained percentage on our Cow Valley-Brogan contract has not been vouchered for payment, also the bill for extra cost on account of discontinuance of work in December 1919. As we could use the money to good advantage at this time of the year, we would request that if there is no reason for withholding payment, these accounts be vouchered and placed in line for payment.

Yours truly,

Morrison-Knudsen Co.,

By H. W. Morrison.

3rd Request.

[illegible]
SEP 16 1920

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore.F.A.17.

August 20, 1920.

PR.17.

State Highway Commission,
Salem,
Ore.

Dear Sirs:-

We are today forwarding to the Chief of Bureau, with our recommendation for approval, revised estimate to be used as the basis for an amendment to the project agreement for Oregon Federal Aid project No. 17, as requested in your letter of August 5th,1920.

Yours very truly,

CJ McKesson
Acting District Engineer.

Dictated by F. D. Bacon,
ET

PR 17.

August 19, 1920.

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

We are returning under separate cover the cross-section notes, plats, profile and mass diagram of the Cow Valley-Brogan Section.

We have completed our check and as our results vary somewhat from your corrected estimate, we have compiled an itemized summary of the roadbed pay quantities, and given references for the various items listed thereon.

There seems to be some confusion in the notes as to what is used for borrow pay quantity. Borrow pits are recorded, cross-sectioned, and computed, but the notes would indicate that the borrow used was a balanced quantity difference between excavation and embankment. We have made up our summary using the measured borrow pits as there is no apparent reason why these should not be used.

The quantities were all taken from the notes where possible and corrections made on the notes. The mass diagram was checked and corrected on the roll itself.

Cross-section notes from 27+50 to 56+50, and 70+00 to 87+00 are missing and those sections were checked on the plats and were assumed to be correct as to platting.

Culvert excavation yardage is not supported by cross-section notes. If this is approved by you and these quantities are to be accepted as correct, please make it evident in the notes or by letter.

Please give this matter your immediate attention so as to expedite the final settlement to contractor.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer.

Dictated by F. D. Eason,
ET

August 10, 1920.

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

File - 17.

Dear Sir:

We are in receipt of your letter of the 7th inst. making inquiry regarding final payment on the Cow Valley - Brogan Section of the John Day River Highway. At the present time final check of the notes is being made in this office. If no discrepancies are found which will occasion returning the estimates to you for explanation, it is very probable that the final will be passed to the Auditing Department for payment by the end of this week.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Asst. Office Engineer.

Dictated by J. W. DeSouza,
ET

August 6, 1920.

Mr. C. H. Purcell, P. R. - 17.
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Herewith we are enclosing five copies of estimate as basis for modified agreement on the Cow Valley-Brogan Section of the John Day Highway, Oregon Federal Aid Project No. 17.

This estimate is based on your letter stating that the revision would meet with your approval if the quantity of excavation for footings was cut to 150 cu. yds. This change has been made and the balance of the 460 cu. yds. as previously shown is now shown as excavation for channel change at the unit price of $.75 per cu. yd.

As the estimate previously sent you was dated May 26th, this estimate carries the same date in order to avoid any confusion and ~~was~~ is simply considered as a correction.

We are also enclosing two copies of special prices submitted by the contractor. The item of grading approaches will not be used by us until the final ~~estimates~~ voucher, and we wish merely to have the unit price on record so as to be used as a contingency.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. V. DeSouza,
ET
Enc.

HIGHWAY DEPARTMENT   OREGON FEDERAL AID PROJECT NO. 17.

COW VALLEY-BROGAN SECTION OF THE JOHN DAY RIVER HIGHWAY IN MALHEUR COUNTY

(Estimate Based on Contract Priced to be used as Basis for Project Agreement)

Salem, Oregon, May 26, 1920.

Quantity		Item	Unit Prices	Amount
40,280	Cu. Yds.	Common Excavation	$ .60	$ 24,168.00
16,500	"	Intermediate "	1.10	18,150.00
14,550	"	Solid Rock "	1.80	26,190.00
7,900	Sta.Yds.	Overhaul	.06	474.00
1,772	Lin.Ft.	Culvert Pipe - 12"	2.80	4,961.60
280	"	Culvert Pipe - 18"	3.60	1,008.00
502	"	Culvert Pipe - 24"	5.00	2,510.00
500	"	6" Porous Drain Tile (Est.)	.30	150.00
50	Cu. Yds.	Rock Backfill for Drain Tile (Est.)	2.50	125.00
208	"	Class "A" Concrete	30.00	6,240.00
153	"	Class "C" Concrete	28.00	4,284.00
18,000	Lbs.	Metal Reinforcement	.10	1,800.00
400	Lin. Ft.	Wood Guard Fence (Est)	1.50	600.00

BRIDGES UNDER SEPARATE CONTRACT

Canyon Creek Sta. 372 (Under 20' Span):

50	Cu. Yds.	Class "B" Concrete	$ 40.00	2,000.00
89	Lin. Ft.	Wood Trestle	25.00	2,225.00

Trestle Sta. 413 (Under 20' Span):

12	Lin. Ft.	Wood Trestle	35.00	420.00
5	Cu. Yds.	Excavation	5.00	25.00
		Sub-Total		$ 95,330.60

Peall Creek Sta. 438 (Over 20' Span):

82	Cu. Yds.	Class "B" Concrete	40.00	3,280.00
1,400	Lbs.	Metal Reinforcement	.10	140.00
38	Lin. Ft.	Wood Trestle	25.00	950.00
150	Cu. Yds.	Excavation for Footings	5.00	750.00
310	"	" " Channel Change	.75	232.50
200	"	Rip rap	6.00	1,200.00
1	Only	75' Span Wood Truss Superstructure Lump Sum		6,800.00
		Sub-Total		$ 108,683.10
		10% Engr. & Cont.		10,868.31
		Total		$ 119,551.41

Length of Project 9.26 Miles.
Cost per mile exclusive of Bridge
over 20' Span - - - $ 11,324.36

County Funds Available	$ 10,000.00
State Funds Available	49,775.71
Federal Aid Requested	59,775.70
	$119,551.41

Federal Aid Recommended $- - - - - - - - -

- - - - - - - - - - - - - -
Office Engineer

JED

C O P Y

Brogan, Ore., July 16th, 1920.

To the Honorable State Highway Commission,
Salem, Oregon.

Gentlemen:

I desire to submit the following bid for work necessary to complete the bridges on the Brogan-Cow Valley Section of the John Day Highway, in Malheur County:

For Grading approaches, sixty (60) cents per cubic yard.

*For excavation at Pole Creek bridge, seventy five (75) cents per cubic yard.

For rip rap at Pole Creek bridge, six (6) dollars per cubic yard.

Yours respectfully

C. L. BESSONETTE,
Sup't for C.A.Gardner

* Excavation of material near pier.

July 3, 1920.

Morrison & Knutsen,
302 Broadway,
Boise, Ida.

Gentlemen:

In reference to your claim for an adjustment on account of delay occasioned by line changes in connection with the grading of the Cow Valley - Brogan Section, in regard to which claim you telephoned us yesterday, we have to advise that this claim has not yet been approved by the State Highway Commission but will be considered by them at their meeting on July 6th. The approval of this claim is recommended by the State Highway Engineer, and will undoubtedly be allowed by the Commission, and the adjustment will be made as soon as action is taken.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

Copy for State Highway Department

J-1

July 1, 1920.

Mr. C. H. Purcell,
District Engineer,
Post Office Building,
Portland, Oregon.

Re Oregon Federal Aid Project No. 17.

Dear Sir;

As requested in your letter of June 19, we are today substituting the revised estimate submitted with your letter for the original agreement estimate for the purpose of auditing vouchers.

Two copies of the estimate are attached for your use and that of the State for the same purpose.

Very truly yours,

Noted

Chief Engineer.

Enclosures;
estimate.

lgb-mlw

State Highway Department

OREGON FEDERAL AID PROJECT 17

ION, COW VALLEY-BROGAN SECTION OF THE JOHN DAY

RIVER HIGHWAY IN MALHEUR COUNTY

sed Detailed Estimate to be Used as Basis for Project Agreement

Salem, Oregon, June 15, 1920.

Quantity		Item	Unit Price	Amount
40,280	Cu.Yds.	Common excavation	.60	$ 24,168.00
16,500	" "	Intermediate excavation	1.10	18,150.00
14,550	" "	Solid Rock excavation	1.80	26,190.00
7,900	Sta.Yds.	Overhaul	.06	474.00
1,772	Lin.Ft.	12" Culvert pipe	2.80	4,961.60
280	" "	18" " "	3.60	1,008.00
502	" "	24" " "	5.00	2,510.00
500	" "	6" Porous drain tile	.30	150.00
50	Cu.Yds.	Rock backfill for tile drains	2.50	125.00
208	" "	Class "A" Concrete	30.00	6,240.00
153	" "	" "C" "	28.00	4,284.00
18,000	Lbs.	Metal reinforcement	.10	1,800.00
400	Lin.Ft.	Wood Guard fence	1.50	600.00
		Bridges under separate contract		
118	Cu.Yds.	Class "B" Concrete	40.00	4,720.00
1,400	Lbs.	Metal Reinforcement	.10	140.00
185	Lin.Ft.	Timber Trestle	25.00	4,625.00
1	only	75-ft Wood truss superstructure		6,000.00
150	Cu.Yds.	Excavation for footings	5.00	750.00
200	" "	Riprap	5.00	1,000.00
		Sub-total		$108,695.60
		10% for Engr. & Contg.		10,869.56
		Total - - - - - - - - -		$119,565.16

Length of Project, 9.26 miles
Estimated cost per mile, $12,912.00

Federal Aid requested, $57,731.08
Federal Aid recommended.

LGB

7.a.#17

SPECIAL PROVISIONS

The following clauses are special provisions to be used supplementary to the Standard Specifications in connection with the grading of the Cow Valley-Brogan Section of the John Day River Highway in Malheur County, Oregon Federal Aid Project No. 17.

CLEARING

Clearing to be Included in Price for Excavation:

The removal of sage brush and all other clearing and grubbing of whatever nature shall be done by the contractor in accordance with the specifications as given on page 14 of the Standard Specifications. No payment will be made, however, for this work as separate from the Excavation, and it is understood that all costs in connection with the removal of sagebrush and all other clearing and grubbing are absorbed by the contractor in his prices bid for excavation.

PREFERENCE TO BE GIVEN SOLDIERS AND SAILORS

In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged soldiers, sailors and marines, but no other preference or discrimination among citizens of the United States shall be made. (Section 6 of the act of Congress approved Feb. 28, 1919, entitled "An Act Making Appropriations for the Service of the Post Office Department for the Fiscal Year ending June 30th, 1920, and for Other Purposes" - - - Public no. 299, 65th Congress.)

RECOMMENDED FOR APPROVAL:

CHIEF ENGINEER, BUREAU OF PUBLIC ROADS.

APPROVED: Wilson

Acting CHIEF, BUREAU OF PUBLIC ROADS.

June 24, 1920.

File-17

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are inclosing four copies of voucher on the Cow Valley-Brogan Section Oregon Federal Aid Project No. 17, in the amount of $35,931.07.

8 37

This voucher has been prepared in accordance with your statement that Federal cooperation on more than 180 cu. yds. of bridge excavation for footings would not be allowed.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dictated by J. W. DeSouza.
ET

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

P.R. No 17

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads
Oregon F. A. 17.

June 16, 1920.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Voucher in the amount of $36,015.43, covering work done on Oregon Federal Aid project No. 17, for the period from January 10, 1920, to May 10, 1920, is returned herewith for revision.

This voucher shows the item - "187 cu.yds. bridge excavation @ $5.00", while the agreement estimate shows "150 cu. yds. excavation for footings @ $2.50". We assume, therefore, that it is your desire that this voucher be audited on the basis of the revised estimate which was returned to you with our letter of June 4. A revised estimate involving a change in the amount of Federal Aid cannot be used until a modified agreement has been executed by the Secretary. This procedure, as you know, takes some time and payment for the voucher as submitted would be delayed for over a month. If you desire vouchers to be passed before a modified agreement has been executed you should submit a revised estimate showing the road work and bridge work in separate groups and use the same items that appear in the respective contracts. No additional Federal Aid should be requested. This will permit the substitution of this revised estimate for the agreement estimate without executing a modified agreement. You may later, at your pleasure, submit a revised estimate requesting increased Federal Aid and a modification of the project agreement.

We have prepared an estimate as outlined above and are enclosing 6 copies. If it meets with your approval, return 5 copies with the revised voucher and it will be substituted for the existing agreement estimate.

In the voucher the item of bridge excavation should be changed to "excavation for footings" as it is shown in the estimate. The quantity of course will be limited to 150 cu. yds.

The following items are not included in either contract:

6-inch porous drain tile
Rock backfill for tile drains
Wood guard fence
Riprap

Please inform us whether these items are to be done by force account or by contract and if the latter, we would like to have you furnish us with copies of the supplenehtal agreement with the contractors.

Very truly yours,

C L McKesson

Acting District Engineer.

Enclosures.

Form 39

BR
17

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Cow Valley - Brogan **Date** June 13th, 1920

Week from 6/6 **to** 6/13

Highway John Day **Job Prefixes** 23EB - 23 EB.1
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Malheur

Survey will be completed about **Number in party** 4

Camp location Vale Ore

Mail address Vale Ore

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Sent in what is very close to final estimate on the 9th - will have all notes, profiles, x sections etc ready to send in this week.

Visited bridges near Brogan on Wednesday, 9th. Monday, 7th, Mr. Richey who has contract for 9 miles of concrete paving near Ontario called me on the 'phone and I drove down to see him. Procured samples of sand, gravel and cement to be used on that job and Richey took them in his car to Baker.

Will start field work on Vale Brogan line this week. The tractor is now ready to be unloaded. Two chainmen have been making stakes.

Signed

Title Res. Engr.

Acting District Engineer,

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

June 4, 1920.

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads,
Oregon F.A. 17.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We return herewith revised estimate for Oregon Federal Aid Project No. 17 for the reason that it contains the following item,-

460 cu. yds. excavation - $5.00 - $2,300.00.

We approved the estimate for this project, showing an item of 150 cu. yds excavation for footings for the Pole Creek Bridge. Revised plans for this bridge were approved showing 460 cu. yds. common excavation.

We can not approve an estimate showing this item at the excessive price of $5.00 per cu. yd.

It is pertinent to note that had the same quantities of Class "B" concrete and excavation been shown in the proposal as are shown in this estimate the position of the bidders would have been reversed.

While we consider the price of $5.00 per yd. very high even for excavation which is distinctly for footings, we will recommend the revised estimate if you will reduce the quantity thereof to 150 cu. yds.

Yours very truly,

C L McKesson
Acting District Engineer,

(Enclosure.)

Form P. R. I. 2

State Oregon

Project No. 17

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

PROJECT AGREEMENT

Memorandum of agreement made this 7th day of May 1920

by and between the State Highway Commission of Oregon

, ~~constituting~~

~~for the purpose hereof, the Highway Department of the State of~~

hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 22nd day of January 1919, a project statement, which was approved by the Secretary on the 27th day of March, 1919 for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 27th day of April, 1920 and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of fifty-seven thousand, seven hundred and thirty-one and 08/100 dollars ($57,731.08) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State Sale of Bonds authorized by Legislature under Chapter 175, Laws of 1917, to meet Federal aid offered.
By act of the Legislature of (date and citation), appropriating dollars.

* (*b*) By the Count...... of
By tax levy or bond issue authorized by act of....................(date and citation).

* (*c*)

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at ¼ cor. between Sec. 10 and 11, T. 15 S., R. 41 E., and Station 520+00 on north town line of Brogan, terminal points, a distance of 9.26 miles, known locally as the John Day Highway, Cow Valley-Brogan Section, Malheur County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of fifty-seven thousand, seven hundred and thirty-one and 08/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of one hundred and fifteen thousand, four hundred and sixty-two and 16/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due ~~under the terms hereof, to ……………………………………………………………… (Official depository.) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ……………… (State or county.) of ……………… (Name.)~~

STRICKEN OUT

(Strike out if not appropriate.)

Article V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer, Salem, Oregon
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county.) of Oregon (Name.) of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

Article VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

,IT IS HEREBY DECLARED To be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

17

Department to the full extent authorized by State law, out of funds which have been or will ~~be made available therefor in the manner herein set forth, to wit:~~ (Include reference to statute making appropriation and probable amount annually available.)

STRICKEN OUT

~~The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit:~~

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the **27th** day of **April**, 19**20.**

State Highway Commission of Oregon
(Official title of Highway Department.)

By S. Benson
Chairman, State Highway Commission.
(Title of officer.)

By
Member, State Highway Commission.
(Title of officer.)

By Ed E. Kiddle
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By
(Title of officer.)

By
(Title of officer.)

By
(Title of officer.)

C. F. Marvin
Acting *Secretary of Agriculture.*

[SEAL.]

MB

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 0+0 at ¼ cor. between Sec. 10 and 11, T. 15 S., R. 41 E., and Station 520+0 on north town line of Brogan, locally known as the John Day Highway, Cow Valley-Brogan Section, Malheur County, and designated in the records of this Department as Project No. 17, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $115,462.16 as the total estimated cost of said project, and the sum of $57,731.08 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 27th day of April one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

C. F. Marvin
Secretary of Agriculture.

910 OREGON STATE HIGHWAY DEPARTMENT

910 OREGON FEDERAL AID PROJECT NO. 17

COW VALLEY-BROGAN SECTION OF THE JOHN DAY RIVER HIGHWAY IN MALHEUR COUNTY

(Estimate Based on Contract Prices to be used as Basis for Project Agreement)

Salem, Oregon, May 26, 1920

Quantity		Item	unit prices	Amount
40,280	Cu. Yds.	Common Excavation	$ .60	$ 24,168.00
16,500	"	Intermediate Excavation	1.10	18,150.00
14,550	"	Solid Rock Excavation	1.80	26,190.00
7,900	"	Overhaul	.06	474.00
1,772	Lin. Ft.	Culvert Pipe - 12"	2.80	4,961.60
280	"	18" Culvert Pipe	3.60	1,008.00
502	"	24" Culvert Pipe	5.00	2,510.00
500	"	6" Porous Drain Tile (Est.)	.30	150.00
50	Cu. Yds.	Rock Backfill for Drain Tile (Est.)	2.50	125.00
208	"	Class "A" Concrete	30.00	6,240.00
153	"	Class "C" Concrete	28.00	4,284.00
18,000	Lbs.	Metal Reinforcement	.10	1,800.00
400	Lin. Ft.	Wood Guard Fence (Est.)	1.50	600.00
		BRIDGES UNDER SEPARATE CONTRACT		
Canyon Creek Sta. 372 (Under 20' Span):				
50	Cu. Yds.	Class "B" Concrete	$ 40.00	$ 2,000.00
89	Lin. Ft.	Wood Trestle	25.00	2,225.00
Trestle Sta. 413 (Under 20' Span):				
12	Lin. Ft.	Wood Trestle	35.00	420.00
5	Cu. Yds.	Excavation	5.00	25.00
Pole Creek Sta. 439 (Over 20' Span):				
82	Cu. Yds.	Class "B" Concrete	40.00	3,280.00
1,400	Lbs.	Metal Reinforcement	.10	140.00
38	Lin. Ft.	Wood Trestle	25.00	950.00
460	Cu. Yds.	Excavation	5.00	2,300.00
1	Only	75' Span Wood Truss Superstructure	6,800.00	6,800.00
			Sub-total	$ 108,800.60
			10% Engr. & Cont.	10,880.06
			Total	$ 119,680.66

Length of Project 9.26 Miles
Cost per Mile $12,924.47

County Funds Available	$10,000.00
State Funds Available	49,840.33
Federal Aid Requested	59,840.33
Total	$ 119,680.66

Signed :

J.W.DeSouza
Asst. Office Engineer.

JWD

OREGON STATE HIGHWAY COMMISSION

Baker, Oregon,
May 24, 1920.

REFERRED TO
Garver
BY H. N.

In re: Post Road #17.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Relative to quantities moved prior to January 10th on Cow Valley-Brogan Section Oregon Post Road, Project #17, as given in my letter of May 10th: 2808 cubic yards common excavation; 1259 cubic yards intermediate excavation and 735 cubic yards solid rock excavation was moved before January 10th. Included in the above amount there was 817 cubic yards common excavation which was done on that portion of the Highway not included in the revised plans. The remainder of the work done: 2991 cubic yards common excavation; 1259 intermediate excavation and 735 cubic yards solid rock excavation, constitutes the work done, which is included in the quantities ~~and~~ as shown upon revised plans.

I inclose herewith copy of Estimate 1a, which shows the segregations by stations of the work.

Very respectfully,

R H Baldock
Division Engineer.

RHB/V

1 Inclosure.

Noted June

Mile	STATION TO STATION		Clearing Per Cent Complete	Common Excavation Cu. Yds.	[illegible]mediate Excavation Cu. Yds.	Solid Rock Excavation Cu. Yds.	Overhaul Sta. Yds.
1	139+35	143+50		279	38^0	205^0	
2	160+[illegible]	161+[illegible]		19[illegible]	96^0	13^0	
3	161+[illegible]	166+67			170^0	42^0	
4	171+13	17[illegible]+65		183^0	52.5^0		
5	176+50	17[illegible]+57		1[illegible]5^0			
6	1[illegible]	[illegible]+272		358	283^0	35^0	
7	219+00	221+00		32^0			
8	230+00	233+00			147^0	44.0^0	
9	312+00	31[illegible]+[illegible]	* 817				
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11				→ work	which	was not don	
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	Total Estimates			2808^0	1259^0	735^0	
	Previous Estimates			—	—	—	
	Present Estimates			2808^0	1259^0	735^0	
	Preliminary Estimates						

on reversed plans.

[illegible]

Form No. 22. 45 Jan 10-1920 - Date of Federal Approval -

INSTRUCTIONS

Monthly estimates are to be made up in quadruplicate; three copies sent to Division Engineer by Resident Engineer; two copies to be sent to Salem Office by Division Engineer; one copy to be furnished to contractor by Salem Office. Resident Engineers will not furnish copies of estimates direct to contractor.

Show quantities in detail; split the work up into units which will be readily recognized by the Division Engineer and contractor to enable them to check up the estimate in a general way to see that all work done is included. List each culvert by itself, showing the excavation, pipe, concrete, steel, etc., entering into its construction. Show clearing as a percentage of the total amount for the job. For this one item, do not split your work into sections, as payment must be made as a percentage of the whole. Head columns clearly, using the item names as given in the specifications. List plain concrete pipe as "Plain Concrete Pipe" and reinforced concrete pipe as "Reinforced Concrete Pipe" not as simply "Concrete Pipe" or "Culvert Pipe." State sizes and give units of measurement.

List "Total Quantities to Date" not quantities for the month only. The total of the itemized quantities in each column will appear on the line "Total Estimates." On the line "Previous Estimates," list the "Total Estimates" from the monthly estimate of the month previous. Subtract "Previous Estimates" from "Total Estimates" for the entries to be made on the line "Present Estimates." Mark decimal points distinctly.

For non-perishable construction materials which the contractor has provided and stored on the work in advance of construction, Resident Engineers shall estimate the quantities of each material actually on hand at the date of each monthly estimate. These quantities are not cumulative on successive estimates and no previous quantities which have been shown will be added or deducted by engineers in the field as each monthly estimate will include the total quantities on hand as of that date only.

No allowance shall be made for materials on hand which have been purchased by the State for the contractor as deductions will not be made for these items until they are incorporated in the work.

Advances for materials shall not be construed to include any incidental item or items which are not to be incorporated as an actual part of the completed work. No allowance shall be made on any estimate for an allowable value of less than $1,000 or for any single item the allowable value of which does not exceed $500.

In estimating the unit prices to be applied to the various items allow 90 per cent of the unit cost to the contractor; provided, however, that on items on which there is a bid unit price, or materials which the State offered to furnish at a guaranteed price, the contractor shall not be allowed more than 90 per cent of such unit price or guaranteed price, regardless of the cost to him.

INSTRUCTIONS

List the items in your estimate in the order in which they occur in the following list:

Item	*Unit*
Clearing and grubbing	Per Cent
Common excavation	Cu. Yd.
Intermediate excavation	Cu. Yd.
Solid rock excavation	Cu. Yd.
Overhaul	Cu. Yd. Sta.
Plain concrete pipe	Lin. Ft.
Reinforced concrete pipe	Lin. Ft.
Corrugated galvanized iron pipe	Lin. Ft.
Vitrified clay pipe	Lin. Ft.
Porous drain tile	Lin. Ft.
Concrete, Class "A," "B" and "C"	Cu. Yd.
Metal reinforcement	Lbs.
Catch basins	Each
Inlets	Each
Rubble masonry	Cu. Yd.
Rip rap	Cu. Yd.
Cribbing	Lin. Ft.
Wood guard fence	Lin. Ft.
Lumber and timber	M. F. B. M.
Fir piling	Lin. Ft.
Structural steel and iron	Lbs.
Concrete gutter	Lin. Ft.
Concrete curb	Lin. Ft.
Concrete combined curb and gutter	Lin. Ft.
Macadam	Cu. Yds.
Broken stone and gravel, loose measure	Cu. Yds.
Sand, loose measure	Cu. Yds.
Clay or other earth filler	Cu. Yds.
Concrete pavement	Sq. Yds.
Asphaltic concrete pavement	Sq. Yds.
Expansion joints	Lin. Ft.
Broken stone or gravel shoulders	Lin. Ft.

OREGON
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

MONTHLY ESTIMATE

Revised 5/3 - 1920

Contract No. 235 Estimate No. 1A

Job Prefix No. 23 PB

Work done to Jan 10- , 1920

Kind of work Grading
(Grading, Macadamizing, Paving)

Section Cow Valley - Brogan

Highway John Day

County Malheur

Contractor Morrison-Knudsen Co

Work begun Dec 8th , 1919

Work completed ...., 19....

Correct F. A. Davis
Resident Engineer.

Approved ....

Note:-
~~This Est. not used as basis for deductions in preparing Govt. Voucher as of 1-10-20 used as Est. has already adopted this.~~ G.

Co 3/3

ST MENT OF CONSTRUCTION MATERIA O AND

Item	Unit	Allowable Unit Price	Quantity	Amount
			Total	

PARTY PERFORMING WORK

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	TOTAL ESTIMATES
	PREVIOUS ESTIMATES
	PRESENT ESTIMATES
	PRELIMINARY ESTIMATES

OREGON STATE HIGHWAY COMMISSION

Baker, Oregon,
April 21, 1920.

In re: File P. R. #17-
Cow Valley-Brogan Section.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr.S.H.Probert.

Dear Sir:

In reply to yours of the 9th instant relative to claim of the Morrison-Knudsen Company, for expenses incurred during the shut down during time between December 19th, 1919, and January 5th, 1820, inclusive, in connection with the Cow Valley-Brogan Section grading.

As per your suggestion have written the Morrison-Knudsen Company, asking them to resubmit their claim, leaving out the part of their mens' board between January 5th and January 10th. The Morrison-Knudsen Company complied with this request, and I inclose herewith three copies of their revised invoice.

Relative to your inquiry regarding estimate of $60 per day rendered by Mr. Robinson and Mr. Bennett, will advise that they inform me that they obtained this information from Mr. Shinn, Contractors' Superintendent, who told them that the expenses would be approximately $60 a day during the shut down.

Relative to the check on the number of men on the work during the shut down, will advise that this feature was O. K.'d by Mr. Robinson.

I would recommend that the claim be paid.

Very respectfully,

RHBaldock
Division Engineer.

RHB/V

3 Incl.

to [illegible]
HP

Settlement to be approved by [illegible]

RECEIVED
APR 23 1920
STATE HIGHWAY ENGINEER

FORM 4 10M-11-19

S. BENSON, PORTLAND, CHAIRMAN
[illegible] BOOTH, EUGENE
J. [illegible] BURGESS, PENDLETON
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Baker, Oregon,
April 10, 1920.

In re: Post Road 17.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention J. W. DeSouza.

Dear Sir:

In reply to your letter of the 2nd instant, relative to estimate and quantities moved prior to January 10th on the Cow Valley-Brogan Section Oregon Post Road Project No. 17:

Your statement of the situation was very clear, and I took the matter up with Mr. Davis, Resident Engineer on this Project, on my last trip. Mr. Davis will supply me with the desired information in a short time, and I will be pleased to furnish you with the data as soon as he makes the report.

Very respectfully,

R H Baldock

Divisioh Engineer.

RHB/V

Noted

APR 1[illegible] 1920

April 9, 1930.

File: p.R. No. 17

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

We have your letter of March 31st submitting claim of the Morrison-Knudsen Company for expenses incurred during the shut down between December 19th and January 5th, in connection with the Cow Valley-Brogan Section. This claim seems to be as reasonable as we could expect, except as regards the board of certain of their men between January 5th and January 10th. We believe that before this matter is presented to the Highway Commission for final action, that we should have from the Morrison-Knudsen Company a statement of why any allowance should be made after January 5th. Would suggest that you take this matter up with their field superintendent for an explanation of this feature.

In the correspondence in connection with this project, we find copies of letters from Mr. Robinson, Mr. Harrington and Mr. Bennett, all stating that the daily expense of the Contractor was approximately $60.00. We note that the claim submitted amounts to something in excess of $100.00 per day. As a further check on the claim, therefore, we would suggest that you write to Mr. Robinson and Mr. Bennett with a view to determining what items they included in arriving at the total expense of $60.00 per day. It seems also that it would be possible to have a more or less accurate check on the number of men who were on the work during the period of the shut-down.

Kindly let us hear from you in regard to this matter in sufficient time that the claims of the contractor may be submitted to the Highway Commission at their meeting on April 27th, with our recommendations.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SMP-KM
C.C. to M.O.Bennett

FORM 4 1000-11-16

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

REFERRED TO
CPGA
BY H. N.

Baker, Oregon,
March 31, 1920.

In re: Contractor's Claim,
Cow Valley-Brogan-Grade.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

ATTENTION Mr. R. A. Klein.

Dear Sir:

I am inclosing herewith claim rendered by the Morrison-Knudsen Company, Contractors on the Cow Valley-Brogan Grading, for compensation of meals of men and overhead expense, which they claim they sustained due to the enforced shut down from December 19th to January 10th, inclusive.

If you remember the work was closed down by order of M. O. Bennett on December 19th because the Federal Bures of Public Roads had contested the location, and would not cooperate on the project until certain changes were made. I will inclose herewith correspondence covering this period, which will help you to follow up the situation.

On my first vist Mr, Shinn, contracting Superintendent, asked me if compensation would be given them for the loss caused by the delay, and I told him their claim would have to be presented to the Highway Commission for adjustment. Mr. Shinn stated that in order to hold the men he was obliged to promise to allow them their board during the shut down, and Mr. Morrison has assured me that deductions for the men's board during this ~~period~~ interval had not been made.

In as much as this feature of the work took place before I had charge of this Division I am not in a position to know all the details, but I believe the contractor has a claim we must meet. I also inclose herewith a letter from Mr. Bennett bearing on this feature. You will note that this claim is made from December 19th to January 10th inclusive, If I remember correctly a telegram was sent from your office about the 5th of January, advising them that they could continue operations. If this be correct the claim I believe should run only to the 5th of January. Mr. Morrison advised me that he had permission from Mr. ~~Bennett~~ Nunn to go ahead with the work before the Government approved, and I inclose copy of letter from him to Mr. Bennett to that effect.

Very respectfully,

RHBaldock

Division Engineer.

RHB/V
Incl.

Wrote to Baldock
for further information
in regard to claim
HN

[illegible]
APR [illegible] 1920
[illegible] ENGINEER

(COPY)

" MORRISON-KNUDSEN COMPANY,

Boise, Idaho.

November 7, 1919.

Mr. M. O. Bennett,
State Highway Engineer,
Pendleton, Oregon.

Dear Sir:

In connection with the Cow Valley Brogan Section of the John Day Highway for which we have just been awarded contract beg to advise that we expect to commence work on this contract shortly.

In going over the work it appeared to me that the survey had been very loosely run; a great many of the stakes seem to be out and it will therefore probably be advisable for you to get your engineering force on the ground as soon as possible.

We will endeavor to work mostly on the heavier work- miles 3, 4 and 5- this winter, consequently we would appreciate having this portion of the work cross sectioned first.

Thanking you for your cooperation in this matter, we are,

Very truly yours,

MORRISON-KNUDSEN COMPANY,

By H. W. Morrison."

HWM-AD

(COPY)

November 12, 1919.

M. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

APR 9 1920

Dear Sir:

Your attention is called to the importance of refusing to allow contractors on Federal Aid Projects to start construction work prior to approval of the profect plans by the Portland Office of the Bureau of Public Roads. The point has been reached where State Funds cannot be provided to absorb the cost of work done on Federal Aid Projects prior to this approval, and the only thing that can be done is to keep the contractors off. I am referring particularly now to the Crooked River Project, the Pendleton-Cabbage Hill Project, and the Cow Valley Brogan Project. It will be from six weeks to two months before the plans for the Crooked River Project can be completed, at least four weeks for the Pendleton-Cabbage Hill, and two weeks for the Cow Valley-Brogan.

It may appear to you that the periods stated above are unnecessarily long, but when you consider that practically all of the work let by the department during the last three months was unexpectedly ordered to be done under Federal Cooperation, and that the plans for only a small part thereof had been worked up in accordance with Federal standards, it will be apparent that the amount of work thrown upon our drafting department has been enormous.

The condition in which a large amount of this work has come in from the fields, is such that some of it is almost impossible to work up! Among the jobs from Eastern Oregon which are in this shape are the Sherman County Section, the John Day-River-Blalock Section and the Seufert-Deschutes River Section. Each of these projects is requiring at least three times as much time in the office as would have been the case if the information had come in from the field in proper shape. Each one had been revised in the field from one end to the other, and frequently we find the map to be platted for one line, the profile for another, and the cross-sections failing to check with either. The work between Mosier and the Dalles is in little better condition as are one or two other projects in Western and Southern Oregon. Delays in getting in vicinity maps and impossibility to get out bridge designs fast enough, are also handicapping the putting through of the completed plans; the Cow Valley-Brogan Project having been held up for three weeks on this account. Another thing that makes progress slow is the fact that as soon as the projects now in the office are completed, we will have only a relatively small amount of work for the drafting room, during the balance of the winter, for which reason we do not wish to build up a larger drafting force than we now have.

Considering the situation which is now confronting us, I do not believe it advisable to receive bids in December on the work in Jefferson County. On account of time required to prepare plans, the work could not ve started for from two to three months, and furthermore, there are no more Federal Funds available for construction to be started prioer to July 1st, 1920, unless we withdraw projects already submitted, and there are only two or three which could be so withdrawn, and they are probably equal in importance to the Jefferson County work.

I hope that you will appreciate the seriousness of the situation which we have gotten into on account of contracting Federal Aid Projects in advance of the plans, and on account of rushing surveys without properly keeping up the maps, profiles, and cross-sections in the field, and that you will endeavor in the future to hold off the advertising of work until the plans can be gotten into proper shape.

The above has been written not to criricise what has been done or to offer any excuse for apparent delays. We simply want you to know what we are up agains, so that a similar condition will not arise in the futute.

In the present instance, the only thing we can do is to hole the contractors off of the work, and we are accordingly taking the matter up with the several contractors concdrned to see if this can be done in every case.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By S. N. Probert,
Office Engineer.

SHP-JM

(COPY)

Baker, Oregon,
Jan 31, 1920.

In re: Cow Valley-Brogan Estimate.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon. Attention MR. R. A. Klein.

Dear Sir:

In reply to yours of the 20th inst., relative to Cow Valley-Brogan estimate, would outline history of this job as follows:

Mr. G. V. Robinson, Resident Engineer, arrived on work Dec. 1st. The contractor started work on Dec. 8th, between stations 139 and 143. Some time before this date Mr. Rose, of the Bureau of Public Roads, had inspected the work and recommended a supported grade from the top of the pass to the crossing of Canyon Creek. However, the work proceeded on the original location, until Dec. 19th, when the job was shut down by Mr. C. C. Harrington.

After the work was shut down, Mr. Morris, of the Bureau of Public Roads, inspected the job, and advised that the supported grade should not be used, but the 6% grade eliminated on the original location, and the 5% grade substitued. In the meantine a location on supported grade was made by Mr. Brinkhall, and on Mr. Morris's recommendation above, Mr. Harrington ordered a survey eliminating the 6% grade.

It appears that, that portion between stations 150 and 205 was very heavy work, and that a 6% grade had been used through the section on original location. By substituting 5% grade the quantities would be materially increased, and over 1500 feet of distance added to this section. The remainder of the 6% grade could be eliminated without very much additional yardage, and for the most part by grade changes without line change, however, some line changes were used, including the section between stations 312 and 319.

On January 2nd, 1920, if you remember, there was a conference between Mr. McKesson, of the Bureau of Public Roads, Mr. Bennett, Mr. Probert, Mr. Harrington, Mr. Drinkhall, and myself. Mr. McKesson objected strenuously to any compromise on Mr. Morris's recommendation. Mr. Probert and Mr. Bennett suggested retention of the 5% grade between stations 150 and 205, and the elimination of the 5% grade throughout the rest of the line. Considerable work has been done on the original location between Dec. 8th and 19th, and a major portion of this work was heavy grading, between stations 150 and 205. The only work that would be lost by this arrangement, would be the common excavation between stations 312 and 319, necessitated by line changes caused by change from 6% to 5% grade. Mr. Drinkhall mentioned this feature and I presume that it was understood.

Mr. McKesson agreed to refer the matter to Mr. Purcell, and on Jan 3rd, Mr. Bennett was notified that the work would be approved between stations 150 and 205, and that Mr. Morris would inspect the revision of the remainder of line from 6 to 5%. On Jan. 4th and 5th, I visited the line and looked over line and grade changes in conjunction with Mr. Morris. Mr. Morris formally approved entire line.

Mr. Drinkhall made up a new preliminary estimate of quantities, and I have just returned from Cow Valley-Brogan Section after inspedting the work with profile in hand, I made some additions to the drainage, and suggested a few minor changes. As soon as possible I will forward corrected profile and prelininary estimate to your office.

While Mr. Drinkhall's estimate will increase the prelininary estimate to some extent ocer the original, the indacations from work done to date is that the classification will be decreased somewhat. Howecer as a safety factor I will retain the original classification in the new estimate.

A word further with respect to the named work on abandoned line between 312 and 319. The new location is about 80 ft. in the distance aboe old line, and 8 or 10 ft. in elevation. Grade and line changes above substituting 5 for 6% grade, rendered it impossible to use this work. I agree with you that wasted work apparent to traveling public is serious, but in view of the circumstances it could not be avoided. I would suggest that in order to prevent similar occurrence, that all future work be held from contract until Government approval.

Very respectfully,

RHB/B.

R. H. Baldock,
Division Engineer.

(COPY)

" Pendleton,
Feb. 12, 1920.

Subject: Morrison-Knudsen,
Cow Valley-Brogan Section.

Mr. R. H. Baldock,
Baker, Ore.

Dear Sir:

I have yours of February 9th advising that Morrison & Knudson have submittee a bill for $1872.84 covering their loss during the cessation of contract due to line changes, etc., on the Cow Valley-Brogan Section.

I do not know that any contract or oral agreement was made with the contractor regarding this delat, but it is probable Mr. Harrington advised them that the matter would be considered in the way of an adjustment at the close of the work. I am of the opinion that this bill should receive favorable consideration owing to the conditions which were beyond the control of the contractor. In this connection please look up the correspondence which we have forwarded to you regarding this matter. It occurs to me that we received a wire from them and xxx answered same, but do not remember that we made a definite statement.

As you know matters of this kind should be kept track of and brought up for adjustment along with the final adjustment. Trusting this may help you some, I am

Very respectfully,

Manche O. Bennett,

MOB/IH

Manche O. Bennett,
Division Engineer. "

Extra Bill No. 3.

Brogan, Oregon, January 10, 19[illegible].

State of Oregon Dr.

To Morrison-Knudsen Co., Boise, Idaho,

For and on account of work being discontinued, December 19th, 1919, at 11:00 A.M. pending revision and line change, during the month of December 1919, as below itemized: Brogan - Cow Valley Highway.

12/19 to 31st.	Board	- Sam Tick	28	Meals	at .50	14.00
" " "	"	- P. Dasovich	10	"	" .50	5.00
" " "	"	- K. Crnich	10	"	" .50	5.00
" " "	"	- T. Serich	38	"	" .50	19.00
" " "	"	- G. Hacimovich	10	"	" .50	5.00
" " "	"	- G. Crnich	38	"	" .50	19.00
" " "	"	- S. Crnkovich	10	"	" .50	5.00
" " "	"	- B. Obucina	27	"	" .50	13.50
" " "	"	- Albert Anderson	38	"	" .50	19.00
" " "	"	- E. Nelson	38	"	" .50	19.00
" " "	"	- G. Johnson	38	"	" .50	19.00
" " "	"	- A. Blixt	38	"	" .50	19.00
" " "	"	- E. Beck	37	"	" .50	18.50
" " "	"	- M. Sagadin	38	"	" .50	19.00
" " "	"	- M. Sedar	38	"	" .50	19.00
" " "	"	- S. Katalinich	38	"	" .50	19.00
" " "	"	- J. Holevac	38	"	" .50	19.00
" " "	"	- P. Despot	31	"	" .50	15.50
" " "	"	- J. Alexander	38	"	" .50	19.00
" " "	"	- O. M. Evanstad	1	"	" .50	.50
" " "	"	- A. Martin	19	"	" .50	9.50
" " "	"	- T. Rosac	38	"	" .50	19.00
" " "	"	- M. Rosac	38	"	" .50	19.00
" " "	"	- T. Rondoll	38	"	" .50	19.00
" " "	"	- S. Minoli	7	"	" .50	3.50
" " "	"	- A. Fioretti	38	"	" .50	19.00
" " "	"	- F. Spjretto	38	"	" .50	19.00
" " "	"	- J. Muyson	38	"	" .50	19.00
" " "	"	- J. Fonder	38	"	" .50	19.00
" " "	"	- A. Ross	38	"	" .50	19.00
" " "	"	- P. Zarkoff	38	"	" .50	19.00
" " "	"	- C. E. Herrick	6	"	" .50	3.00
" " "	" MKCo	- Horses Hay & Grain	225	Hours	" 1.25	281.25
" " "	Labor	- M. Olson Foreman	12 1/2	"	175.00	70.90
" " "	"	- E. W. Stone-Clerk	12 1/2	"	175.00	70/90
" " "	"	- L.E.Caldwell Tk.Dr.	12 1/2	"	150.00	60.48
" " "	"	- C.E.Herrick Hdyman	71	Hrs	at .625	44.37
" " "	"	- R.E.Johnson Tmstr	12 1/2	"	4.50	56.25
" " "	"	- H.T.Maynard Bksmh	72	"	.75	54.00
" " "	"	- M.Oreskovich Stblmn	68	"	.50	34.00
		- Coal 6 Tons		At	16.00	96.00
12/27 " "	Board	- J. H. Powell	14	Meals	At .50	7.00
" " "	"	- T. Powell	14	"	" .50	7.00
" " "	"	- P. RHodes	14	"	" .50	7.00
" " "	"	- Horses J H Powell	45	Days	" 1.25	56.25
	Labor	- 3% Insurance on 390.90				11.72
	Total					$1335.12

Extra Bill No. 6.

Brogan, Oregon, January 10, 1920.

State of Oregon Dr.

To Morrison-Knudsen Co., Boise, Idaho,

For and on account of work being discontinued, December 19th, 1919, at 11:00 A.M. pending revision and line change, during the month of December 1919, as below itemized: Cow-Valley - Brogan Highway.

12/19	to	31st.	Board	- Sam Tick	28	Meals	at	.50	14.00
"	"	"	"	- P. Dasovich	10	"	"	.50	5.00
"	"	"	"	- K. Crnich	10	"	"	.50	5.00
"	"	"	"	- T. Serich	38	"	"	.50	19.00
"	"	"	"	- G. Hacimovich	10	"	"	.50	5.00
"	"	"	"	- G. Crnich	38	"	"	.50	19.00
"	"	"	"	- S. Crakovich	10	"	"	.50	5.00
"	"	"	"	- B. Obucina	27	"	"	.50	13.50
"	"	"	"	- Albert Anderson	38	"	"	.50	19.00
"	"	"	"	- E. Nelson	38	"	"	.50	19.00
"	"	"	"	- G. Johnson	38	"	"	.50	19.00
"	"	"	"	- A. Blixt	38	"	"	.50	19.00
"	"	"	"	- E. Beck	37	"	"	.50	18.50
"	"	"	"	- M. Sagadin	38	"	"	.50	19.00
"	"	"	"	- M. Sedar	38	"	"	.50	19.00
"	"	"	"	- S. Katalinich	38	"	"	.50	19.00
"	"	"	"	- J. Holevac	38	"	"	.50	19.00
"	"	"	"	- P. Despot	31	"	"	.50	15.50
"	"	"	"	- J. Alexander	38	"	"	.50	19.00
"	"	"	"	- O. M. Evanstad	1	"	"	.50	.50
"	"	"	"	- A. Martin	19	"	"	.50	9.50
"	"	"	"	- T. Rosac	38	"	"	.50	19.00
"	"	"	"	- M. Rosac	38	"	"	.50	19.00
"	"	"	"	- T. Rondell	38	"	"	.50	19.00
"	"	"	"	- S. Minoli	7	"	"	.50	3.50
"	"	"	"	- A. Fioretti	38	"	"	.50	19.00
"	"	"	"	- F. Spiretto	38	"	"	.50	19.00
"	"	"	"	- J. Muyson	38	"	"	.50	19.00
"	"	"	"	- J. Fonder	38	"	"	.50	19.00
"	"	"	"	- A. Moss	38	"	"	.50	19.00
"	"	"	"	- P. Zarkoff	38	"	"	.50	19.00
"	"	"	"	- C. E. Herrick	6	"	"	.50	3.00
"	"	"	" MKCo.	- Horses Hay & Grain	225	[illegible]	"	[illegible]	[illegible]

Extra Bill No. 6.

Brogan, Oregon, January 10, 1920.

State of Oregon Dr.

To Morrison-Knudsen Co., Boise, Idaho,

For and on account of work being discontinued, December 19th, 1919, at 11:00 A.M. pending revision and line change, during the month of December 1919, as below itemized: Cow-Valley - Brogan Highway.

12/19	to	31st.	Board	- Sam Tick	28	Meals	at	.50	14.00
"	"	"	"	- P. Dasovich	10	"	"	.50	5.00
"	"	"	"	- K. Crnich	10	"	"	.50	5.00
"	"	"	"	- T. Serich	38	"	"	.50	19.00
"	"	"	"	- G. Hacimovich	10	"	"	.50	5.00
"	"	"	"	- G. Crnich	38	"	"	.50	19.00
"	"	"	"	- S. Crnkovich	10	"	"	.50	5.00
"	"	"	"	- B. Obucina	27	"	"	.50	13.50
"	"	"	"	- Albert Anderson	38	"	"	.50	19.00
"	"	"	"	- E. Nelson	38	"	"	.50	19.00
"	"	"	"	- G. Johnson	38	"	"	.50	19.00
"	"	"	"	- A. Blixt	38	"	"	.50	19.00
"	"	"	"	- E. Beck	37	"	"	.50	18.50
"	"	"	"	- M. Sagadin	38	"	"	.50	19.00
"	"	"	"	- M. Sedar	38	"	"	.50	19.00
"	"	"	"	- S. Katalinich	38	"	"	.50	19.00
"	"	"	"	- J. Holevac	38	"	"	.50	19.00
"	"	"	"	- P. Despot	31	"	"	.50	15.50
"	"	"	"	- J. Alexander	38	"	"	.50	19.00
"	"	"	"	- O. M. Evanstad	1	"	"	.50	.50
"	"	"	"	- A. Martin	19	"	"	.50	9.50
"	"	"	"	- T. Rozac	38	"	"	.50	19.00
"	"	"	"	- M. Rozac	38	"	"	.50	19.00
"	"	"	"	- T. Rondoll	38	"	"	.50	19.00
"	"	"	"	- S. Minoli	7	"	"	.50	3.50
"	"	"	"	- A. Fioretti	38	"	"	.50	19.00
"	"	"	"	- F. Spiretto	38	"	"	.50	19.00
"	"	"	"	- J. Muyson	38	"	"	.50	19.00
"	"	"	"	- J. Fonder	38	"	"	.50	19.00
"	"	"	"	- A. Moss	38	"	"	.50	19.00
"	"	"	"	- P. Zarkoff	38	"	"	.50	19.00
"	"	"	"	- C. E. Herrick	6	"	"	.50	3.00
"	"	"	" MKCo	- Horses Hay & Grain	225	Days	"	1.25	281.25
"	"	"	Labor	- M. Olson Foreman	12 1/2	"		175.00	70.90
"	"	"	"	- E. W. Stone-Clerk	12 1/2	"		175.00	70/90
"	"	"	"	- L.E.Caldwell Tk.Dr.	12 1/2	"		150.00	60.48
"	"	"	"	- C.E.Herrick Hdyman	71	Hrs	at	.625	44.37
"	"	"	"	- R.E.Johnson Tmstr	12 1/2	"		4.50	56.25
"	"	"	"	- H.T.Maynard Bksmh	72	"		.75	54.00
"	"	"	"	- M.Oreskovich Stblmn	68	"		.50	34.00
"	"	"	"	- Coal 6 Tons		At		16.00	96.00
12/27	"	"	Board	- J. H. Powell	14	Meals	At	.50	7.00
"	"	"	"	- T. Powell	14	"	"	.50	7.00
"	"	"	"	- P. RHodes	14	"	"	.50	7.00
"	"	"	"	- Horses J H Powell	45	Days	"	1.25	56.25
			Labor	- 3% Insurance on 390.90					11.73
			Total						$1335.13

THE STATE OF OREGON

To Morrison Knudsen Co Dr.

Note.—All claims must state in detail dates of service, or date supplies were furnished, rate per day, month or year, or price per unit. Claims not showing these items will be returned for correction.

Postoffice Address Boise Idaho

DATE	NATURE OF CLAIM	AMOUNT
	For Board of men in Dec while shut down. the Oregon State Highway Commission, as per attached statement:	$
	Computed by	
	Checked by	

FOR USE ONLY OF DEPARTMENT OF STATE

Audited and approved by
Period covered
Items
Registered by

Total amount claimed, $

Total amount allowed, $

Audited by

STATE OF OREGON,
County of Malheur } ss.

I, ~~Mrs~~ E W Stone (Name).

being first duly sworn, depose and say, upon oath, that I am Clerk Morrison-Knudsen Co (If firm or corporation, state capacity in which employed.) *that I have knowledge of the above-described and attached claim; that the foregoing account is correct and just; that the* (Material or service) *therein specified* (Has been furnished or rendered) *the State of Oregon as stated; that the charge therefor is reasonable, and that no part thereof has been heretofore paid.*

PERSON MAKING AFFIDAVIT SIGN HERE ☛ E W Stone (Name)

Subscribed and sworn to before me this

day of , *A. D. 19*

Notary Public for Oregon.

My commission expires

{ NOTARIAL SEAL }

Received from the Secretary of State, Warrant No.

M *in payment of the foregoing claim.*

Morrison-Knudsen Co
(Name, or name of firm or corporation

E W Stone
and name and position of representative)

Brogan, Oregon, January 11, 1919.

State of Oregon,

To Morrison-Knudsen Co., Dr.

Boise, Idaho.

COST DISTRIBUTION

JOB	ACCT. NO.	AMOUNTS
TOTAL		

FORM 6 5M-8-19

OFFICE NO. ....

INDEXED BY ....

CLAIM No. ....

STATE HIGHWAY FUND

....

....

$ ....

STATE HIGHWAY COMMISSION

For payment of all accounts incurred by the State Highway Commission by authority of Chapter 173, Laws of 1919.

Office of State Highway Engineer,

Salem, Oregon, ...

The within claim has been authorized in the above amount.

.... State Highway Engineer

The within claim is approved and allowed in the above amount.

State Highway Commission

.... Chairman

.... Commissioner

.... Commissioner

Audited and Allowed

....

.... Secretary of State

Warrant Issued by..................

Checked by..................

Extra Bill No. 4.

Brogan, Oregon, January 11, 1919.

State of Oregon,

To Morrison-Knudsen Co., Dr.

Boise, Idaho.

For and on account of work being discontinued, December 19th, 1919, at 11:00 A.M. pending revision and line change of Cow-Valley - Brogan Highway, during the month of January, as below itemized:

1/1	to	5th	Board	- Sam Tich	15	Meals	at	.50	7.50
"	"	"	""	- T. Serich	15	"	"	.50	7.50
"	"	"	"	- G. Srnich	15	"	"	.50	7.50
"	"	"	"	- B. Obucina	15	"	"	.50	7.50
"	"	"	"	- T. Rozac	5	"	"	.50	2.50
"	"	"	"	- M. Rozac	2	"	"	.50	1.00
"	"	"	"	- T. Rondoll	15	"	"	.50	7.50
"	"	"	"	- S. Minoli	15	"	"	.50	7.50
"	"	"	"	- A. Fioretti	15	"	"	.50	7.50
"	"	"	"	- F. Spiretto	15	"	"	.50	7.50
"	"	"	"	- A. Anderson	15	"	"	.50	7.50
"	"	"	"	- E. Nelson	15	"	"	.50	7.50
"	"	"	"	- G. Johnson	15	"	"	.50	7.50
"	"	"	"	- A. Blixt	15	"	"	.50	7.50
"	"	9th	"	- M. Sagadin	27	"	"	.50	13.50
"	"	"	"	- M. Sedar	18	"	"	.50	9.00
"	"	"	"	- S. Katalinich	27	"	"	.50	13.50
"	"	"	"	- J. Holevac	27	"	"	.50	13550
"	"	"	"	- P. Despot	27	"	"	.50	13.50
"	"	5th	"	- J. Alexander	15	"	"	.50	7.50
"	"	"	"	- J. Muyson	15	"	"	.50	7.50
"	"	10th	"	- J. H. Powell	30	"	"	.50	15.00
"	"	"	"	- Tom Powell	30	"	"	.50	15.00
"	"	"	"	- Pat Rhodes	30	"	"	.50	15.00
"	"	"	"	- Horses JH Powell	50	Days	"	1.25	62.50
"	"	5th	"	- Horses MKCo	90	"	"	1.25	112.50
"	"	"	Labor	- M. Olson Foreman	5	Days		175.00	28.22
"	"	"	"	- E.W.Stone Clerk	5	"		175.00	28.22
"	"	"	"	- LECaldwell Tk Dr	5	"		150.00	24.19
"	"	"	"	- REJohnson Tmstr	5	"		4.50	22.50
"	"	"	Coal	- 2 1/2 Tons			at	16.00	40.00
"	"	"	Labor	- 3% Insurance on $103/13					3.09
									$53[illegible].72

8

THE STATE OF OREGON

To Morrison Knudsen Co. Dr.

NOTE.—All claims must state in detail dates of service, or date supplies were furnished, rate per day, month or year, or price per unit. Claims not showing these items will be returned for correction.

Postoffice Address Boise Idaho

DATE	NATURE OF CLAIM	AMOUNT
	For Board of men in Jan. while shut down. ✓ the Oregon State Highway Commission, as per attached statement:	$
	Computed by Checked by	
	Total amount claimed,	$

FOR USE ONLY OF DEPARTMENT OF STATE

Audited and approved by

Period covered

Items

Registered by

Total amount allowed, $

Audited by

STATE OF OREGON,
County of Malheur } ss.

I, G W Stone (Name)

being first duly sworn, depose and say, upon oath, that I am Clerk Morrison-Knudsen Co. (If firm or corporation, state capacity in which employed.) that I have knowledge of the above-described and attached claim; that the foregoing account is correct and just; that the (Material or service) therein specified (Has been furnished or rendered) the State of Oregon as stated; that the charge therefor is reasonable, and that no part thereof has been heretofore paid.

PERSON MAKING AFFIDAVIT SIGN HERE ☛ G W Stone (Name)

Subscribed and sworn to before me this

day of , A. D. 19

Notary Public for Oregon

My commission expires

{ NOTARIAL SEAL }

Received from the Secretary of State, Warrant No.

M in payment of the foregoing claim.

Morrison-Knudsen Co.
(Name or name of firm or corporation
G W Stone
and name and position of representative)

THE STATE OF OREGON

To Morrison Knudsen Co. Dr.

NOTE.—All claims must state in detail dates of service, or date supplies were furnished, rate per day, month or year, or price per unit. Claims not showing these items will be returned for correction.

Postoffice Address Boise Idaho

DATE	NATURE OF CLAIM	AMOUNT
	For Board of men in Jan. while shut down. the Oregon State Highway Commission, as per attached statement:	$
	Computed by Checked by	
	Total amount claimed,	$

FOR USE ONLY OF DEPARTMENT OF STATE

Audited and approved by

Period covered

Items

Registered by

Total amount allowed, $

Audited by

STATE OF OREGON,
County of Malheur } ss.

I, E W Stone (Name) being first duly sworn, depose and say, upon oath, that I am Clerk Morrison-Knudsen Co. (If firm or corporation, state capacity in which employed.) that I have knowledge of the above-described and attached claim; that the foregoing account is correct and just; that the ______ (Material or service) therein specified ______ (Has been furnished or rendered) the State of Oregon as stated; that the charge therefor is reasonable, and that no part thereof has been heretofore paid.

PERSON MAKING AFFIDAVIT SIGN HERE E W Stone (Name)

Subscribed and sworn to before me this ______
day of ______, A. D. 19
______
Notary Public for Oregon
My commission expires ______

{ NOTARIAL SEAL }

Received from the Secretary of State, Warrant No. ______
M ______ in payment of the foregoing claim.

Morrison-Knudsen Co
(Name, or name of firm or corporation
E W Stone
and name and position of representative)

April 2, 1920.

File: P.R. NO. 17

Mr. R.H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

Reference is made to your letter of the 31st ultimo, regarding estimates of quantities moved prior to January 10th on the Cow Valley-Brogan Section, Oregon Post Road Project No. 17,

This is rather complicated matter to make clear, but we will endeavor to give you a short resume of the things which have occurred on this Project in order that you may have a full understanding of the subject. The original plans on this Project were submitted to the Office of Public Roads on November 19th, 1919. On January 10th, 1920, they gave the Project their approval subject to some revisions which were to be made. Revised plans were then prepared according to the results of investigation of the changes which they had suggested, and an entirely new summary of quantities was prepared, based upon the latest revised plans.

¶ In any event, the Government will not cooperate on any work which was done prior to the date of approval January 10th. We understand that some of the work which was done prior to that date does not appear on the plans as revised. In figuring the Government cooperation on the Project, it is necessary for us to make a statement of the amount of work done prior to the date of approval, and these quantities are always deducted from the monthly estimate sheets in making up our vouchers showing the amount of work done to date for payment by the Federal Government. These quantities are also deducted from the total quantities shown on the plans, and the total Government cooperation is figured on the basis of the balance, only.

Under these conditions, it will really be necessary for us to have two separate statements of the amount of work done prior to January 10th. One statement must show the amount of work done and which is included in the quantities as shown on the revised plans, this for a basis of submitting a statement to the Government in calculation of the amount of Federal cooperation which is to be deducted. The other statement must show the work done prior to January 10th on that portion of the Highway which is **not** included in the revised plans, but none of these quantities are used as a basis for any deductions from the amount of Government cooperation, but the sum of the quantities shown in both statements is used for making deductions from the quantities shown in the current monthly estimates, the balance being the quantities which are properly subject to Federal Aid payments.

#2

Trusting that we have made this matter clear, we are

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JWD-MM

OREGON STATE HIGHWAY COMMISSION
SALEM

Baker, Oregon,
March 31, 1920.

In re: File Pr. 17.

~~Mr.~~ Herbert Nunn,
State Engineer,
Salem, Oregon.

Attention MR. S. H. Probert.

Dear Sir:

Replying to yours of the 25th instant relative estimates of quantities moved prior to January 10th, in order that you may determine those quantities on which the Federal Government will cooperate in financing the Cow Valley-Progan project, will advise that I will make up cross sections which will clearly show those quantities which were moved, and later lost due to line or grade changes. If I understand you correctly the Federal Government will cooperate on work done prior to January 10th if those quantities are included within the sections as shown upon the plan as finally submitted. If there was any work done prior to January 10th, which is in place according to present plans they will cooperate.

Mr. C. W. Robinson, Resident Engineer, submitted his first estimate, labeled Estimate 1^a, on January 10, which included all quantities moved prior to that date. I had presumed that they would not cooperate on any work done prior to that date; but the greater portion of the work was merely suspended; line and grade were not changed, and the quantities as moved, are in place, according to plans as finally submitted.

I will state the arrangement again: I will make up cross sections of the work done prior to January 10th, and compute quantities that were misplaced and partially lost, due to abandonment or back billing on account of line or grade changes, and submit to your office

In addition to this I will show those quantities moved prior to January 10th which are in place according to present plans.

Please advise me if I have interpreted correctly.

Very respectfully,

R H Baldock

Division Engineer.

RHB/V

ans'd [illegible]

RECEIVED
APR 2 1920
[illegible]

March 25, 1920.

File: P.R. No. 17

Mr. R.H.Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

We have your recent letter in regard to the timber structures on the Cow Valley-Brogan Section, and enclosing a copy of a letter from Morrison-Knudsen offering to construct the 12' span at Station 413 for $ 789.60. You will note that this is at the rate of approximately $67.00 per lineal foot, and as the average price for structures of this kind is about $25.00, per lineal foot, we consider this price to be excessive. You should therefore, notify the contractors that this price will not be accepted. The Bridge Department is today writing to Curtis Gardner, contractor on the Pole Creek and Canyon Creek bridges, and it is believed that the construction of the structure at Station 413 can be included under the bridge contract. The Bridge Department will write you further in this regard as soon as they hear from Mr. Gardner.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

March 25, 1920.

File: P.R. No. 17

Mr. R.H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

In order to determine the quantities upon which the Federal Government is to cooperate in connection with the Cow Valley-Brogan Project, it will be necessary that we have a detailed estimate of the quantities moved prior to January 10th, which quantities are a part of the Project as finally approved. Only those quantities should be included which are within the excavation areas as shown upon the plans as finally submitted. No work should be included which would not have been required had the Project not been started until after the plans as finally approved, had been prepared and the line staked accordingly: i.e., if any excavation material prior to the change in plans was abandoned or had to be back filled, these quantities should not be included in this estimate, as the Federal Government will not cooperate upon such quantities. If I have not made this entirely clear, I will be glad to give you such additional information as you will require.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-13'

March 22, 1920.

File: P.R. No. 17

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Since submitting to you our detailed estimate to be used as a basis for the Project Agreement for Federal Aid Project No. 17, we have found an error in the addition of the amounts as shown in that estimate. We have accordingly prepared a new estimate, copies of which we are enclosing herewith.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

Noted Ford

OREGON FEDERAL AID PROJECT 17

EGON STATE HIGHWAY DEPARTMENT

GRADING, COW VALLEY-BROGAN SECTION OF THE JOHN DAY RIVER HIGHWAY IN MALHEUR COUNTY

Detailed Estimate to be Used as Basis for Project Agreement

Salem, Oregon, March ~~24~~ 22 1920

Quantity	Item	Unit Price	Amount
40,280 Cu. Yds.	Common Excavation	.60	$ 24,168.00
16,500 "	Intermediate Excavation	1.10	18,150.00
14,550 "	Solid Rock Excavation	1.80	26,190.00
7,900 Yd. Sta.	Overhaul	.06	474.00
1,772 Lin. Ft.	12" Culvert Pipe	2.80	4,961.60
280 "	18" Culvert Pipe	3.60	1,008.00
502 "	24" Culvert Pipe	5.00	2,510.00
500 "	6" Porous Drain Tile	.30	150.00
50 Cu. Yds.	Rock Backfill for Tile Drains	2.50	125.00
208 "	Class "A" Concrete	30.00	6,240.00
18 "	Class "B" Concrete	30.00	540.00
153 "	Class "C" Concrete	28.00	4,284.00
18,000 Lbs.	Metal Reinforcement	.10	1,800.00
400 Lin. Ft.	Wood Guard Fence	1.50	600.00
30 M-F.B.M.	Lumber and Timber	75.00	2,250.00
	Pole Creek Bridge as Follows:		
1 Only	75 Ft. Wood Truss Superstructure	- -	6,000.00
100 Cu. Yds.	Class "B" Concrete	30.00	3,000.00
40 Lin. Ft.	Wood Trestle Approach	25.00	1,000.00
1,400 Lbs.	Metal Reinforcement	.10	140.00
150 Cu. Yds.	Excavation for Footings	2.50	375.00
200 "	Rip Rap	5.00	1,000.00
	Sub-total		$ 104,965.60
	10% for Engr. & Contg.		10,496.56
	Total		$ 115,462.16

Length of Project - 9.26 Miles
Estimated Cost per Mile $12,468.91

County Funds Available	$10,000.00
State Funds Available	47,731.08
Federal Aid Requested	57,731.08
Total	$ 115,462.16

Signed

S.H.Probert
Office Engineer

March 17, 1920.

File: P.R. NO.17

Mr. C.H.Purcell.
District Engineer,
Bureau of Public Roads.
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are submitting herewith our detailed estimate to be used as a basis for the Project Agreement for Federal Aid Project No. 17, which covers the grading of the Cow Valley-Brogan Section of the John Day River Highway in Malheur County. The revised detail plans for this project are going forward under separate cover.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Noted Jwr

SHP-EM

ATE HIGHWAY DEPARTMENT OREGON FEDERAL AID PROJECT NO. 17

GRADING , COW VALLEY-BROGAN SECTION OF THE JOHN DAY RIVER HIGHWAY IN MALHEUR COUNTY

Detailed Estimate to be Used as Basis for Project Agreement

Salem, Oregon, March 16, 1920

Quantity		Items	Unit Price	Amounts
40,280	Cu. Yds.	Common Excavation	.60	$ 24,168.00
16,500	"	Intermediate Excavation	1.10	18,150.00
14,550	"	Solid Rock Excavation	1.80	26,190.00
7,900	Yd. Sta.	Overhaul	.06	474.00
1,772	Lin. Ft.	12" Culvert Pipe	2.80	4,961.60
280	"	18" Culvert Pipe	3.60	1,008.00
502	"	24" Culvert Pipe	5.00	2,510.00
500	"	6" Porous Drain Tile	.30	150.00
50	Cu. Yds.	Rock Backfill for Tile Drains	2.50	125.00
2 08	"	Class "A" Concrete	30.00	6,240.00
18	"	Class "B" Concrete	30.00	540.00
153	"	Class "C" Concrete	28.00	4,284.00
18,000	Lbs.	Metal Reinforcement	.10	1,800.00
400	Lin. Ft.	Wood Guard Fence	1.50	600.00
30	M-F.B.M.	Lumber and Timber	75.00	2,250.00
		Pole Creek Bridge as Follows:		
1	Only	75 ft. Wood Truss Superstructure	——	6,000.00
100	Cu. Yds.	Class "B" Concrete	30.00	3,000.00
40	Lin. Ft.	Wood Trestle Approach	25.00	1,000.00
1,400	Lbs.	Metal Reinforcement	.10	140.00
150	Cu. Yds.	Excavation for Footings	2.50	375.00
200	"	Rip Rap	5.00	1,000.00
		Sub-total		$ 104,965.00 6
		10% for Engr. & Contg.		10,496.50 6
				2 16
		Total		$ 115,461.50

Length of Project - 9.26 Miles
91
Estimated Cost per Mile $12,468.84

County Funds Available	$10,000.00
State Funds Available	~~47,730.75~~ 47,731.08
Federal Aid Requested	~~57,730.75~~ 57,731.06
Total	$ 115,461.50

Signed

S. H. Probert
Office Engineer

~~There is error of 60¢ in addition~~

FORM 2A 5M-6-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 17

Baker, Oregon.
Feb. 16, 1920.

In re: Cow Valley-Brogan Estimate.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention of S. H. Probert.

Dear Sir:

I am sending under separate cover, revised estimate of Cow Valley-Brogan Section, necessitated by line and grade chnages, in conformity with Bureau of Public Roads demand, and approved by Mr. Morris.

I am taking this opportunity to check over drainage, and have added some [illegible] ~~concrete~~ thereto. I have also reclassified the line and the classification as given as a safety factorof about 10 per cent. I have included lumber and timber for guard fence and 12 ft. span ~~repair~~ bridge across wood stave pipe line, which was not given in the previous estimate. Will write Morrison-Knudsen asking them to submit bid on this work.

In the partial estimate for month ending February 10th, I have shown the corrected estimate as estimate corrected to date, but this is marked new preliminary estimate. As I understand it , this is the estimate on which the Federal Government will cooperate.

Please advise me if I am correct.

Very respectfully,

R H Baldock

Division Engineer.

RHB/B.

Noted
SHP

RECEIVED
FEB 21 1920
ST

February 13, 1920.

File:P. R. 17

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

Arrangements have been completed whereby Mr. Davis will leave Portland at nine o'clock on the morning of the 14th to report to you at Baker for the position of resident engineer in connection with the work on the Cow Valley-Brogan Section. Mr. Davis should be carried at the flat rate of $175 per month from February 14th to and including February 29th. After that date, he will be carried at $200 or such higher amount as you may believe him qualified to receive, in accordance with the revised rates which become effective on March first and in regard to which, information will be sent out within the next few days.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-121

February 3, 1920.

File P. R. No. 17

Mr. R.H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

I have noted your letter of January 31st to Mr. R. A. Klein, in regard to the Cow Valley-Brogan work and referring particularly to the section between Stations 312 and 319. I have wondered whether or not the boys in the field in eliminating the six percent grade between Station 312 and 319 considered the possibility of beginning their revision to five percent grade at about Station 295. It would appear from the profile that by commencing the five percent grade at this point, there would be no difficulty in reaching the grade of the original location between Stations 312 and 319, thereby avoiding the necessity of abandoning the section constructed between these stations.

I offer this simply as a suggestion, and it is very likely that local conditions or construction already started on the revised alignment would make a change of this kind out of the question at the present time.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

FORM 2A 2M-6-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Baker, Oregon.
Jan 31, 1920.

RECEIVED
FEB 2 1920
HIGHWAY ENGINEER

In re: Cow Valley-Brogan Estimate.

Mr. Herbert Nunn, Attention Mr. R.A. Klein.
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In reply to yours of 20th, inst., relative to Cow Valley-Brogan estimate, would outline history of this job as follows;

Mr. G. V. Robinson, Resident Engineer, arrived on work Dec. 1st. The Contractor started work on Dec. 8th, between stations 139 and 143. Some time before this date Mr. Rose, of Bureau of Public Roads, had inspected the work and recommended a supported grade from the top of the pass to the crossing of Canyon Creek. However, the work proceeded on original location, until Dec 19th, when the job was shut down by Mr. C. A. Harrington.

After the work was shut down, Mr. Morris, of the Bureau of Public Roads, inspected the job, and advised that the supported grade should not be used, but the 6% grade eliminated on original location, and 5% grade substituted. In the meantime a location on supported grade was made by Mr. Drinkhall, and on Mr. Morris's recommendation as above, Mr. Harrington ordered a survey eliminating the 6% grade.

It appears that, that portion between stations 150 and 205 was very heavy work, and that a 6% grade had been used thorough the section on original location. By substituting 5% grade the quantities would be materially increased, and over 1500 feet of distance added to this section. The remainder of the 6% grade could be eliminated without very much additional yardage, and for the most part by grade changes without line change, however, some line changes were used, including the section between stations 312 and 319.

On January 2nd, 1920., if you remember, there was a conference between Mr. McKesson, of Bureau of Public Roads, Mr. Bennett, Mr. Probert, Mr. Harrington, Mr. Drinkhall, and myself. Mr. McKesson, objected strenuously to any compromise on Mr. Morris's recommendation. Mr. Probert and Mr. Bennett, suggested retention of 6% grade between stations 150 and 205, and the elimination of the 6% grade throughout the rest of the line. Considerable work has been done on original location between Dec. 8th, and 19th, and the major protion of this work was on heavy grading , between stations 150 and 205. The only work that would be lost by this arrangement, would be the common excavation between stations 312 and 319, necessitated by line changes caused by change from 6% to 5% grade. Mr. Drinkhall mentioned this feature and I presume that it was understood.

Mr. McKesson agreed to refer the matter to Mr. Purcell, and on Jan 3rd, Mr. Bennett was notified that the work would be approved between stations 150 and 205, and that Mr. Morris would inspect the revision of the remainder of line from 6 to 5%. On Jan. 4th and 5th, I visited the line and looked over line and grade changes inconjunction with Mr. Morris. Mr. Morris formally approved entire line.

Mr. Drinkhall made up a new preliminary estimate of quantities, and I have just returned from Cow Valley-Brogan Section after inspecting the work with profile in hand. I made some additions to the drainage, and suggested a few minor changes. As soon as possible I will forward corrected profile and preliminary estimate to your office.

While Mr. Drinkhall's estimate will increase the preliminary estimate to some extent over the original, the indications from work done to date is that the classification will be decreased somewhat. However as a safety factor I will retain the original classificationin the new estimate.

A word further with respect to the above named work on abandoned line between 312 and 319. The new location is about 80 ft. in distance above old line, and 8 or 10ft. in elevation. Grade and line changes above substituting 5 for 6% grade, rendered it impossible to use this work. I agree with you that wasted work apparent to traveling public is serious, but in view of the circumstances it could not be avoided. I would suggest that in order to prevent similar occurrence, that all future work be held from contract until Government approval.

Very respectfully,

R H Baldock

Division ENgineer.

ANSWERED
S. H. Probert

RHB/B.

January 19, 1920.

File: Project No. 17

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

We have your letter of the 14th inst., enclosing estimate of work done to January 10th on the Cow Valley-Brogan Section, Post Road Project No. 17.

Apparently through oversight, but one copy of the estimate has been received by this office. On all post road projects, it is necessary that three copies of monthly estimates be forwarded us, as the Bureau of Public Roads requires that we send them one copy.

We would judge from your letter that it is intended to start a new series of estimates for work done subsequent to January 10th, and to carry no quantities of work done previous to that date. All payments to the contractor in this office are based on the total quantities of work done to date subtracting the amounts which have been previously paid. It will, therefore, be necessary that the quantities of work done prior to January 10th shall always be included in the total quantities which are shown on subsequent estimates.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JVD-JM

January 16, 1920.

File: Project No. 17

Mr. R.H. Baldock,
Baker, Oregon.

Dear Sir:

We are advised by the Bureau of Public Roads that their approval of the Cow Valley-Brogan Project will date from January 10th, 1920. In accordance with our regular practice, therefore, you will please have submitted detailed estimate of all work done prior to that date.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

PR 17

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

January 15, 1920.

Engineering - Post Roads,
Oregon F.A. 17.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Word has been received under date of January 10th. from Highway Engineer Morris that the revisions of grade and alignment on Oregon Federal Aid Project No. 17 were made as mutually agreed upon and as covered in our letter to you dated January 6th.

We urge you to furnish us, at your earliest convenience, with a revised set of plans, in triplicate, incorporating the revisions previously referred to. Our recommendation of these plans will be dated as of January 10, 1920. All work done subsequent to that date may participate in Federal Aid.

The general rule, that no work will be paid for by this Bureau until, or unless, the project agreement is signed by the Secretary, is of course applicable to this project.

Yours very truly,

C H Purcell

District Engineer,

Noted.

S.H. Probert

FORM 4 10M-6-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

RO[illegible]. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

DP #17

OREGON STATE HIGHWAY COMMISSION

SALEM

Baker, Oregon.
Jan. 14, 1920.

Subject: Prefix 23 PB.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. S. H. Probert.

Dear Sir:

I am enclosing herewith estimate No.1 A. on grading of Cow Valley-Brogan Section of John Day Highway, Malheur County,

This estimate is made of work done before final approval by Bureau of Public Roads, and will be kept as separate and distinct portion of the work. I understand that the government will not cooperate in payment on this estimate.

The necessary revisions have now been made, and Mr. Morris, of the Bureau Of Public Roads, has approved the changes. All work subsequent to Jan. 4th, was done on approved plans, but there was such a small amount up to and including Jan. 10th, that an estimate was not rendered at this time.

The estimate which will be made February 10th, will be the first estimate on which government aid will be made.

Item No. 9, from 312 to 319, is on the old line ordered abandon and is therefore wasted work.

cc G.V.Robinson.

Very respectfully,
R H Baldock
Division Engineer.

RHB/B.

RECEIVED
JAN 17 1920

Noted
SHP
ans [illegible]

PR17

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads.
Oregon 17.

January 6, 1920.

State Highway Commission,
Salem,
Oregon.

Attention, Mr. Nunn.

Gentlemen:

We have sent Mr. Morris back to Oregon Project No. 17 to check up the revisions in the location. When these are made as set forth in our letter to you dated December 31st, he will wire this office and our recommendation of approval of the plans will date from that time. The only variation from the changes to be made, required in said letter, is that between Stations 150 and 205 a line revision will not be insisted upon but only such revisions in grade as can be made on the present location. On this section this will result in a grade of 5 to 6%, and, in view of the fact that a 5% location could easily have been had with little or no additional expense, this location is very unsatisfactory, but our approval is made to prevent the loss to the state of a very considerable sum already expended on this section. Construction on this section was started after we had notified you that the location was unsatisfactory and, of course, you understand that all work done up to this time will have to be eliminated from all vouchers for Federal Aid.

Photographs taken on this location by Mr. Morris show clearly that a five percent maximum was easily attainable and the slopes of the hillside being unusually uniform the cost would have been little, if any, greater. The photographs also show that much work has been done on this section.

As was clearly stated to you by Mr. McKesson, this is not to be considered as a precedent for approving a six percent grade where a five percent grade is reasonably obtainable. The undesirable features are being passed this time to relieve the State Highway Department of an embarrassing situation resulting from construction being started before the location had been reviewed and revised and now that the location is tied down by a large amount of work on this section a substantial loss would accrue to the state if a proper revision should now be made.

In view of the fact that our position is now better understood, we will not in the future, in reviewing locations, designs or specifications, be expected to take into consideration any work done prior to the date of our recommendation of approval.

Yours very truly,

District Engineer.

Noted
SHP.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 1 - 1920
STATE HIGHWAY ENGINEER

IN YOUR REPLY PLEASE
REFER TO FILE NO. Engineering-Post Roads
Oregon 17.

December 31, 1919.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Confirming telephone conversation with Mr. Nunn this morning, beg to advise that our Mr. Morris has just returned from Oregon Federal Aid project No. 17.

He states that in his opinion the revisions agreed upon between himself and Mr. Harrington, reducing the maximum grade from 6 to 5 percent and eliminating a large number of the badly broken sections of grade line, are absolutely necessary and warranted. These changes are in general as follows:

From Station 0/00 to Sta. 150, a fairly satisfactory location can be had by using the present center line, but by revising the grades with a maximum of 5 percent and by securing a reasonably uniform profile.

From Sta. 150 to Sta. 205, a line change is necessary to eliminate the 6 percent grade and reduce to a 5 percent maximum. Considerable of the construction work already done is between these two stations and will probably have to be abandoned when the re-location is made.

✓ From Sta. 205 to 265, some revision of grades, eliminating some of the badly broken grade line.

From Sta. 265 to Sta. 330, a re-location will be necessary in order to keep within a 5 percent maximum and at the same time get down on the bench as soon as possible.

From Sta. 330 to 358, revisions in the grade line can probably be made along the present location, eliminating all grades over 5 percent.

Stations 412 and 426, changes are necessary to cut out the 6 percent grade and the bad sag at 426.

Mr. Harrington, Mr. Bennett and Mr. Drinkhall, were over this project together and are in general accord as to the manner in which these revisions are to be made. In view of the fact that your engineers are not on the ground and will not be until after the meeting at Salem, we suggest that you notify us when they will be back again to continue the revisions and we will arrange to have Mr. Morris on the ground to check up and approve the re-location as fast as made, in order that work may begin when sufficient re-location can be completed, without waiting for the profiles to be amended. You may then revise the profiles and the remainder of the location and submit as quickly as possible. Our recommendation of approval will date from the time Mr. Morris makes the approval of the re-location in the field.

Please let us know as early as possible when you desire the presence of Mr. Morris on the work.

Very truly yours,

C L McKesson

Acting District Engineer.

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

ECIAL PROVISIONS

owing clauses are special provisions to be used supplementary to the Specifications in connection with the grading of the Cow Valley-Brogan on of the John Day River Highway in Malheur County, Oregon Federal Aid Project . 17.

CLEARING

Clearing to be Included in Price for Excavation:

The removal of sage brush and all other clearing and grubbing of whatever nature shall be done by the contractor in accordance with the specifications as given on page 14 of the Standard Specifications. No payment will be made, however, for this work as separate from the Excavation, and it is understood that all costs in connection with the removal of sagebrush and all other clearing and grubbing are absorbed by the contractor in his prices bid for excavation.

PREFERENCE TO BE GIVEN SOLDIERS AND SAILORS

In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged soldiers, sailors and marines, but no other preference or discrimination among citizens of the United States shall be made. (Section 6 of the act of Congress approved Feb. 28, 1919, entitled "An Act Making Appropriations for the Service of the Post Office Department for the Fiscal Year ending June 30th, 1920, and for Other Purposes" - - - Public no. 299, 65th Congress.)

FORM 44 1M-10-19

S. BENSON, PORTLAND, CHAIRMAN
J. N. BURGESS, PENDLETON
E. A. B[illegible], EUGENE
COMMISSIONERS
ROY [illegible], SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PENDLETON, Dec. 29, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
DEC 30 1919
STATE HIGHWAY ENGINEER

Dear Sir:

I beg to call your attention again to the investigation and revision of the Cow Valley-Brogan Section of the John Day Highway in Malheur County.

Please find attached copy of report from Mr. Harrington who has just been on an inspection trip over this section with Mr. Morris from the Bureau of Public Roads. It now appears that Mr. Morris agrees that our first location is the proper one in a general way. I am sorry he is contending for the elimination of the 6% grades as this is really a 6% country. It is possible, however, that we can comply with ~~our~~ The requirements in this matter.

The serious part at present is the delay on the part of the contractor whose expenses are approximately $60 per day. Should like to urge that this matter have early attention and a decision made.

Please do not understand that I desire to shirk any responsibility in the matter, but believe I am consistent inasmuch as the Bureau of Public Roads desire to deal directly with your office and Mr. Probert has the matter up with them.

Should like to see the line constructed on the 6% grade as I believe it is the proper location for this country. As you know at the suggestion of Mr. Rose we have already made some changes between station 180 and 230. These changes straightened our profile somewhat and decreased the yardage also. I offer this as additional information, and hope the matter may be settled soon.

Very respectfully,

Manche O. Bennett
Division Engineer.

MOB/B

COPY

Baker, Oregon, December 28, 1919.

RECEIVED
DEC 30 1919
STATE HIGHWAY ENGINEER

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

Returned this morning from an inspection trip of Cow Valley-Brogan project, with Mr. Morris from Bureau of Public Roads.

I had a supported grade run from Sta. 67 to 150 and from 150 to 230, as per instructions. Mr. Morris agrees with me that this is absolutely out of the question to build this line, which would mean an increase in cost of from forty to fifty thousand dollars and an increase in length of line of 1800 feet.

Mr. Morris recommends that we cut out all six per cent grades on this line and make a maximum of five, using as near a uniform grade as possible. Following is what he recommends.

From St. 00 to Sta. 150 line will stay where it is on original plans, cutting out six per cent on profile. ✓
Sta. 150 to 205 will change to eliminate 6%. ✓
Sta. 205 to 265 cut out six per cent on profile. ✓
Sta. 265 to 330 line change to cut out 6%.
Sta. 412 to 426 piece of six per cent to cut out and revise profile.

Mr. Morris objected to the 6% on this line and the broken profile.

Morrison-Knudsen have done $4000.00 worth of work on this line (the old one using 6%) $3000.00 of which will be wasted. Their expense is $60.00 per day while being held up, and men are starting to leave.

Think it will take Drinkhall three weeks to locate this new line and have plans and profile ready. Cannot say now until the new line is run what the additional cost of a five maximum over a six will be but it will run into the thousands, as a guess I will say ten.

Very respectfully,

C. A. Harrington,

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

December 18,1919.

Engineering - Post Roads.
Oregon 17.

State Highway Commission,
Salem,
Oregon.

RECEIVED
DEC [illegible] 1919
STATE HIGHWAY ENGINEER

Gentlemen:

Your letter of December 17th. regarding Federal Aid No. 17 received.

We note the objections to relocation on the shaded side of the canyon and have no doubt that the information which you have obtained is worthy of the utmost consideration. If in your opinion the location should remain on the southerly slope, we shall certainly interpose no further objection. It is entirely agreeable with us that you proceed to make relocation where you deem best, and, if your engineers find the southerly slopes of the canyon more desirable, no objection will be made by us to this feature of the location, even though some additional cost is involved thereby. We are desirous of co-operating with you fully and of securing the very best and most feasible routing of the road through this canyon.

It is noted that you are very desirous of beginning construction and we will be glad to send our representative to make an inspection of the relocation as soon as you advise us that the relocation has been made. If the relocation is found satisfactory, we will immediately make our recommendation of approval based on the plans now in hand, with the understanding that this approval, of course, cannot be forwarded to Washington until the revised plans are received by us.

You may count on us for the fullest co-operation.

Yours very truly,

J. A. Elliott

Acting District Engineer,

Noted
SHP

FORM 4A 12-10-19

S. BENSON, PORTLAND, CHAIRMAN
J. N. BURGESS, PENDLETON
R. A. BOOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 20 1919

PENDLETON, Dec. 18, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Please find attached copy of letter to Mr. Harrington regarding the Cow Valley-Brogan relocation. Upon receipt of your wire yesterday I phoned Mr. Harrington instructing him to report at Brogan and have Mr. Drinkhall's party on hand.

Do not see that we can do anything else but make the location as required by the Public Roads office. I hope all will turn out well but feel they will not like the line as proposed. I fear the cost will be increased materially as well as the distance. Hope, however, it will come out satisfactorily and that the delay will be slight.

Have asked Mr. Harrington to report on the effect it will have upon the contractor's crew. He said over the phone he was quite sure the work would have to shut down. I have advised him to avoid same if possible and report. Will make an inspection personally as soon as possible. Am practically bound to be in Ellensburg, Washington, on Saturday, otherwise would leave at once for Brogan. Am hoping the crew can be kept working to advantage. Will keep you advised regarding the situation.

Very respectfully,

Division Engineer.

MOB/B

Noted

RECEIVED
DEC [illegible] 1919

Dec. 18, 1919.

Mr. C. A. Harrington,
Baker, Oregon.

Subject: Cow Valley Relocation.

Dear Sir:

As per our phone conversation of last evening, I write relative to relocation of certain sections of the Cow Valley-Brogan project. The information I gave to you on the phone was received in a message which reads as follows:

> "Federal approval can only be secured on Cow-Valley Brogan Project by constructing on uniform grade between stations sixty eight and one hundred fifty, and between one hundred fifty and two hundred thirty. They will not insist on building on south side. Field inspection will be made as soon as detail map and profile can be made up. We recommend shifting Drinkhall's party to push relocation. Relocation could be started station one hundred fifty and pushed both ways so as to interfere little with contractor. Do you approve this?"
>
> (sgd) S. H. Probert.

Under the present conditions it is needless for us to try to continue on the project without financial aid of the government. Therefore we will comply with their requests regarding relocation. Please rush location as outlined in Mr. Probert's telegram and keep contractor' going if practicable. If it is necessary to close down the work advise by wire.

I have doubts as to the practicability of their plans and question the advisability of starting work on the new location until they have passed upon same. Under these conditions please urge contractor to place his men at another point where the location is definite. As we are going to make a new survey and it will be on a better grade than ours, I hope they have the right ideas, but I feel the new line will be expensive.

PR17

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads.
Oregon 17.

December 17, 1919.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Reference is made to Oregon Project No. 17.

In a telephone conversation between Mr. Probst of your department and Mr. Rose of this bureau, a request was made for one recommendation of approval on the present plans, as of date of December 1st, in order to allow construction work to proceed.

While we are very anxious to co-operate in every way with your department, and, as far as possible, to cut corners to hasten construction, it does not seem that this would be an advisable thing to do. The present location does not appear satisfactory.

To start construction on the present location would obviously, in part anyway, restrict revision in the location. It would be much better, we believe, to revise the location properly before construction is started. As soon as we are advised that a satisfactory revision of the location has been made, whether plans have been revised or not, we will send a representative to inspect the relocation on the ground and in your field office. If the revision is satisfactory, we will at once make an informal recommendation of approval based on the plans now in our possession and revisions to follow.

It has been noted by our engineers in the field that most of these locations are field locations, usually completed by fitting the profile grade to the location. No countour maps are made and none are available for your engineers, or ours, in reviewing or revising these locations. If your preliminary work included the preparation of such a map much time could be saved in reviewing and revising locations and we believe that much better location would result. The saving in construction would generally save more than the additional cost of this method of locating.

On these heavy grading jobs a good location is absolutely necessary to warrant the large expenditure of funds. The surfacing becomes a secondary matter and does not in itself constitute a substantial

PR17

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads.
Oregon 17.

December 17, 1919.

State Highway Commission,
Salem,
Oregon.

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On these heavy grading jobs a good location is absolutely necessary to warrant the large expenditure of funds. The surfacing becomes a secondary matter and does not in itself constitute a substantial improvement.

We shall be pleased to hear from you further in this matter.

Yours very truly,

J.A. Elliott

Acting District Engineer,

Noted
SHP.

December 17, 1919.

Mr. M. O. Bennett,
Pendleton, Oregon.

Dear Sir:

After receiving your letter of December 15th, together with Mr. Harrington's report, I talked by 'phone with Mr. Rose and Mr. McKesson of the Bureau of Public Roads in regard to the Cow Valley Brogan location.

Their contention is, and it appears from what I can learn from the plans and reports, to be well founded, that the location of this section of line has not been carefully made. The alignment has been run in an approximate manner, and the grade line has been adjusted to fit it. The advantages of uniform, supported grades have been entirely disregarded, and the location shows little if any advantage over a road which might easily be constructed without engineering supervision. From Mr. Rose's statements and other considerations, I believe that there is no reason why an absolutely uniform grade of approximately 4.55% cannot and should not be projected and located between stations 68 and 144, and a uniform 5% from that point to the bench to which Harrington states that the portion between stations 200 and 375 has been revised to take advantage of. It may be that the draw at station 180 would have to be considered a controlling point and would require a grade between 144 and 180 slightly in excess of five per cent, but at any rate, sound engineering would seem to call for uniform grades between the controlling points, and we should endeavor to get them.

Mr. McKesson states that several of the projects which they have approved for us recently, have been approved against their better judgment, as regards features of the kind referred to, as a matter of accommodation to us in getting through projects which had already been contracted. This practice, he states, they will have to discontinue, and they are apparently starting with the Cow Valley - Brogan project to be more particular.

M. O. Bennett - #2.

While McKesson would not state absolutely that they would approve the line on the south exposure of the canyon, I am of the opinion that they will approve the location on this side. In a letter to them today, I have requested final decision in this regard. One of their chief objections to this side is the draw coming in at about station 80 which must be headed with considerable lost distance.

There is no chance, however, of getting their approval without a complete revision of grades. This will necessitate a complete relocation and the preparation of another set of plans. In order that as little delay as possible to the contractor may result, I would suggest that this location be started at about station 150 and run both ways to cover at once the section upon which work will be done this winter, which according to Harrington's report is between stations 100 and 200. Drinkhall's party might effectively be transferred to help rush the work.

Mr. McKesson states that they will arrange to make their field inspection as soon as the detail maps and profiles are complete, which would advance the date of approval. It is possible, also, that we can get them to date their approval back to the date of their first inspection, but McKesson would not promise this. He recommends that the contractor be not allowed to start until final approval, and intimates that they will not accept unsatisfactory grades in order to make use of work done by the contractor before the proper location is decided upon and staked.

In my opinion there is nothing to do but go ahead with this relocation, (following the same side of the canyon as the original location, of course), and push it to earliest possible completion. They are going to stand pat for more uniform grades, and we have simply got to meet their requirements.

I am enclosing a copy of my letter to the Bureau of Public Roads.

Very truly yours,

Office Engineer.

SHP:LM
1 Encl.

December 17, 1919.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Having received reports from our field engineers, we wish to take up with you the matters referred to in your letter of December 9th in regard to Federal Aid Project No. 17.

We find that it will be possible, and very desirable, to revise the alignment so as to give practically uniform grades between the summit at station 60 and the controlling point in the bottom of the canyon at station 144, and between this controlling point at station 144 and the foot of the grade at station 235.

As regards the shifting of the location between stations 114 and 233 to the opposite side of the canyon, we find that any saving which might result in construction cost on that side would be more than offset by the disadvantage of having that part of the road on the shaded side of the canyon. The local people advise very strongly against constructing the road anywhere except on the exposed southerly slope. From reliable sources, it appears that snow stands from one to three months longer on the shaded slope than on the slope with southern exposure, and the conditions as regards drying out in the spring are also much more favorable on the exposed slope.

Investigation shows that the saving in construction cost which might be effected by changing the location to the opposite side, would not be as great as would appear without accurate information. The bench upon that side which would give light construction cannot be reached from the controlling point at station 144 without the use of an eight per cent grade. Using five or six per cent grades throws the line upon slopes requiring a heavy construction, practically, as is required on the side now used.

Between stations 200 and 275 the line as located can be revised so as to take advantage of a bench which will give somewhat lighter construction and give some improvement possibly in the grade line.

C. A. [illegible]

Other features mentioned in your letter are of relatively minor importance and can readily be made to comply with your recommendations, all of which are good.

Inasmuch as some of the changes referred to above are quite radical, it will be necessary that we make a relocation of the entire line and prepare a new set of project plans. We propose to commence this work immediately and to push it as rapidly as possible, as it is important that favorable action by your Bureau be obtained at the earliest possible time. In order that no more time be wasted, we would like to have an expression from you in regard to whether or not our reasons for locating the line on the southern exposure regardless of a somewhat higher construction cost, are acceptable to you and as to whether or not you will approve of the location on that side provided the general construction features are made to comply with your suggestions. If we can have your decision on this point immediately, we will be able to proceed with our surveys to the best advantage.

As you are probably aware the contractor is ~~already~~ all ready to commence operations and in order to prevent claims for damage resulting from delays, we may be forced to allow him to commence work before the revised plans can be fully worked up and traced. We would request that you favor us by having your second field inspection made as soon after the detail profiles and maps have been made up and before these are sent in to the Salem office for tracing. We believe that some time can be saved if you can arrange to do this, and such action will be greatly appreciated.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:LM
cc.
Mr. M. O. Bennett,
Pendleton, Oregon.

PR17

DEC 19 1919

Dec. 17, 1919.

Morrison & Knudsen,
302 Broadway,
Boise, Idaho.

Gentlemen:

I have yours of the 13th inst. proposing to put in rubble masonry headwalls on the Cow Valley-Brogan Section in place of concrete for these structures. Your bid price for concrete headwalls is $28 per cubic yard and you offer to put in the rubble masonry at $25. The reason for this is the extreme scarcity of sand and gravel in this vicinity. We appreciate your position in the matter and desire to help out in any way we can, but believe your bid price on rubble masonry to be excessive.

You will be interested to know that our prices have been running from $8 to $17.50 per cubic yard. On one job which was let recently, we had eight bids and the rubble masonry bids were as follows: $8.00, $9.00, $10.00, $10.00, $12.00, $15.00 and $17.50. Several jobs have been let at $10 and $15. I will say, however, that in most cases the yardage is somewhat greater than that involved on this work, and stone more accessible. Owing to the conditions existing on your work, I would recommend a price of $17.50 per cubic yard.

If this is agreeable to you will you please make a bid in writing to the State Highway Commission and I will recommend that it be incorporated in the contract. We desire that you have a price on which you can make a fair profit and believe the price mentioned is about right.

Trusting I may hear from you, I am

Very respectfully,

Maurice O. Bennett

Division Engineer.

MOB/B

Note

cc Nunn
cc Har.

FORM 4A 10-10-19

S. BENSON, PORTLAND, CHAIRMAN
J. N. BURGESS, PENDLETON — COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

PP

PENDLETON, Dec. 17, 1919.

DEC 19 1919

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Subject: Cow Valley-Brogan Revision.

Dear Sir:

Have just received from Mr. Harrington more information regarding the inspection of the Cow Valley-Brogan location. I desire to submit same for your information. The quantities have been worked up on the revised line and the following tabulation will give you an idea of the result:

	Original	Revision	Reduced	Added.
Excavation	13106 c.y.	8206 c.y.	4900	
Total ∆s	579° 41'	389° 25'	190° 16'	
5-6% grades	3390'	4450		1060'
Total length	8318	7954	364	

The revised line is 8318 feet in length and the late information shows that some of the old line was used between Stations 200 and 375. Please attach this to my former report.

Very respectfully,

Manche O. Bennett

MOB/B

Division Engineer.

Noted
[illegible]

Form 1217

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	X
Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

December 16, 1919.

M. O. Bennett,
Pendleton, Oregon.

Federal approval can only be secured on Cow Valley Brogan project by constructing on uniform grade between stations sixty eight and one hundred fifty and between one hundred fifty and two hundred thirty PERIOD They will not insist on building on south side PERIOD Field inspection will be made as soon as detail map and profile can be made up PERIOD We recommend shifting Drinkhall's party to push relocation PERIOD Relocation could be started station one hundred fifty and pushed both ways so as to interfere little with contractor PERIOD Do you approve this?

S. H. PROBERT.

---

takes advantage of the level places in bottom of canyon.

I note they favor taking the south side of the canyon from station 143 to 235. I beg to differ regarding the snow and mud conditions for this country, and believe we have the right information.

In addition to the poor exposure to sun light the line along the southwest side of the canyon would encounter ground water in the way of springs, especially in the early part of the season.

I believe this, along with my report of the 13th, will cover the situation. The work is under way and it may prove serious to continue under these conditions. I think best that we should take the matter up at once ~~direct~~ with the Bureau of Public Roads and settle same if possible. If you need my help please wire and will come immediately.

Noted
SHP

Very respectfully,

Maurice O. Bennett

Division Engineer.

MOB/B
cc Harrington.

FORM 4A

S. BENSON, PORTLAND, CHAIRMAN
J. N. BURGESS, PENDLETON
R. A. B[illegible]TH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

47

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
DEC 18 1919

PENDLETON, Dec. 16, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Subject: Cow Valley-Brogan relocation.

Dear Sir:

I am in receipt of yours of December 13th with copy of C. L. McKesson's report.

I have read his report with interest and note he has covered the situation in detail. My report went forward to you on Saturday, December 13th. In addition I wish to offer a little more information regarding that section of the road between Station 68 and 143.

Mr. McKesson's letter states that it seems possible to run from the summit at Station 68 to Station 143 on a supported grade or at least a fairly regular grade not exceeding 4½%. I feel sure that investigation will show that a supported grade between these two stations will involve a line that will cost a great deal more than the one we have. A line with a supported grade will traverse side hill areas most of the time, while the line we run takes advantage of the level places in bottom of canyon.

I note they favor taking the south side of the canyon from station 143 to 235. I beg to differ regarding the snow and mud conditions for this country, and believe we have the right information.

In addition to the poor exposure to sun light the line along the southwest side of the canyon would encounter ground water in the way of springs, especially in the early part of the season.

I believe this, along with my report of the 13th, will cover the situation. The work is under way and it may prove serious to continue under these conditions. I think best that we should take the matter up ~~direct~~ at once with the Bureau of Public Roads and settle same if possible. If you need my help please wire and will come immediately.

Noted
SHP

Very respectfully,

Manche O. Bennett
Division Engineer.

MOB/B
cc Harrington.

FORM 4A 1M-10-19

S. BENSON, PORTLAND, CHAIRMAN
J. N. BURGESS, PENDLETON
R. A. B[illegible]TH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

42

OREGON STATE HIGHWAY COMMISSION

SALEM

PENDLETON, Dec. 13, 1919.

DEC 15 1919

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Subject: Cow Valley-Brogan.

Dear Sir:

According to my letter of December 11th I beg to report upon the investigation made on the Cow Valley-Brogan location with a view of revising same. Your wire of December 11th stated that the Bureau of Public Roads will not approve same and that they will require an entire relocation.

Please find attached copy of report from Mr. Harrington who has completed the inspection with a view of changing the line. He has followed Mr. Rose's suggestion of revising the line between stations 200 to 375. Over this section the line has been lowered into the valley where yardage will be less than along side hill where first location was made. You will note it requires the use of some 6 per cent grade to reach the lower level.

He also revised grade line between station 00 and 100 thereby decreasing yardage. However, owing to drifting snow conditions through this section, I question the advisability of lowering the grade line very much. I believe the grade line on this section can best be adjusted during construction after we see the snow conditions for this winter. I believe that Mr. Rose will look at the matter in the same light.

I wish to say that I believe Mr. Rose did not have sufficient knowledge of the control points when he figured that the old line should be on a grade of 4.06. He took the elevations near each end and applied the mileage between to the difference in elevation and his computation resulted in a grade of 4.06. This is impracticable since there are two main control points, and I am sure Mr. Rose will understand when he has Mr. Harrington's report.

FORM 4A 1M-10-19

S. BENSON, PORTLAND, CHAIRMAN
J. N. BURGESS, PENDLETON
R. A. BOOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PENDLETON,

Mr. Harrington's findings regarding snow conditions on south side of canyon check very closely information that I received when first laying out this line. The south side of the canyon would appear to be the more faverable for construction purposes, disregarding other features, but am convinced that the road should run on the north side to secure the better exposure. If the north side line is adopted as laid out, then the deep canyon at station 180 is a control. This I am sure Mr. Rose will agree with upon close investigation. I should like very much to have an early decision in this matter owing to the fact that the contracter has about 60 men starting work. They are beginning on the section of heavy work between Station 100 and 200. Am rushing this through hoping you will have same by tomorrow or Monday morning, and if it is necessary for me to come to Salem or Portland to help in straightening the matter out, kindly wire.

Trusting this report will give you the situaion clearly, I am

Very respectfully,

Manche O. Bennett

Division Engineer.

MOB.B

cc CAH

ANSWERED
S. H. Probert

(Copy)

Baker, Oregon, Dec. 11, 1919.

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Subject: Cow Valley-Brogan revisions.

DEC 15 1919

Dear Sir:

After inspection of Cow Valley-Brogan line with Mr. Drinkhall, locating engineer, and Robinson, Res. Engineer, I beg to submit the following report:

From Station 00 to about 100 rolling prairie country. Very little excavation, and considerable borrow. Grade line is higher in places than is necessary, and will be lowered, saving yardage.

From Station 100 to 180 heavy canyon construction, especially heavy from Sta. 150 to 180. Station 150 is a control. Grade is right down at the bottom of the canyon at this point. Very little yardage can be saved by going across the canyon on the north slope or south side of canyon. Leaving Sta. 150 and going down line to Sta. 180 the heaviest work, it looks like we could strike a bench on the south side of the canyon, but running a six percent grade down, compensating for curves, throws our line up above the bench into the steep hill side, the same as on the North side. To increase our grade to about an eight per cent would bring us down where there would be light construction. The north slope (south side) of this canyon is a very poor location for a road. While I was there there was about six inches of snow on the north slope and practidally none on the south slope. No sun can get at this north slope, and there will be months every year the snow will lie here, and make nearly an impassable winter road. Do not think we could afford to use the north slope (south side of canyon) even at a considerable increase in cost by using the south slope. Every spring would mean a wet piece of road for a long time if we used the north slope, while the south slope (north side of canyon) would dry out quickly.

From Station 200 to 375 I had a revision made. By using a six per cent for a ways we can get down on to a bench, and get away from a side hill cut which means a saving of considerable yardage. Our line revised, will be down about thirty feet below the old line.

Morrison-Knudsen have between sixty and seventy five station men starting work on this line. They will do the canyon work this winter.

Trusting this report is what you desire, I am
Very respectfully,
C. A. Harrington.

December 13, 1919.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of December 9th stating that you cannot approve Federal Aid Project No. 17 upon the plans as submitted.

We are making an investigation of the conditions as referred to in your letter, and will write you further within the next few days.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:LM

S. BENSON, PORTLAND, CHAIRMAN
J. N. BURGESS, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

DEC 15 1919

PENDLETON, Dec. 11, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Your wire reading as follows received:

> "Bureau Public Roads will not approve Cow Valley-Brogan project. Will require an entire relocation. Investigate at once and advise action."

After Mr. Rose of the Bureau of Public roads inspected this project he called on us here at Pendleton. He outlined to me his objections to this location, and I told him we would investigate and report.

I beg to differ with him regarding his chief objection, which is that location should be on opposite side of canyon. I am having Mr. Harrington and Mr. Drinkhall investigate other phases mentioned by Mr. Rose and will make a report to you within two or three days.

I personally laid out the general route for this road, and believe I am right, though opinions may differ. As soon as I have the information from the boys will convert same into a complete report on the situation.

Will come to Portland or Salem if necessary to straighten this matter out. We have just wired you as follows:

> "Investigation Cow Valley-Brogan relocation almost complete. Will report within three days."

Very respectfully,

Manche O. Bennett
Division Engineer.

Noted
DWP

MOB/B

Form 1217

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

Receiver's No.	
Check	
Time Filed	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem Ore.
Dec 11 30

A.C. Bennett
Pendleton Ore

Bureau of Public Roads will not approve Cow Valley Brogan Project Stop Will require an entire relocation Stop Investigate at once and advise action.

S.H. Probert

"supported" gradient between these stations figures [illegible] per
cent. A like computation from Sta 143 to Sta 235 reveals a
uniform descent of 4.37 per cent and from Sta 235 to Sta 372 of
3.85 per cent. These calculations assume that the westerly
and southerly side of the canyon is used from Sta 68 to a
creek crossing in the vicinity of Sta 235. The balance of the
location would be on the northerly side of the coulee.

For your information we submit a comparison of your location with the existing road and our suggested location disclosing the sides of the canyon used in each case, as follows:

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1.

PR17

NEW POSTOFFICE BUILDING
PORTLAND, OREGON.

December 9, 1919.

IN YOUR REPLY PLEASE
REFER TO FILE NO.........
Engineering - Post Roads,
Oregon 17.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Our representative has just reported on a "plans in hand" inspection of a portion of the John Day River Highway from Cow Valley to Brogan, known as Oregon Federal Aid Project No. 17.

The present location, from Sta 372 to Sta 68, ascends a canyon or coulee with slopes of unusual uniformity. The grade used varies from a plus five tenths to a minus six per cent maximum. Apparently no attempt has been made to secure a uniform, or else a "supported" gradient. At Sta 180 a loop is placed in a connecting draw with the evident intention of overcoming elevation.

It is believed that a relocation, or a revision of the present location, can be made which will materially reduce the quantities and at the same time secure a more uniform grade within a maximum limit of five per cent. It seems possible to run from the summit (Stat 68) to Sta 143 on a "supported", or at least fairly regular grade not exceeding 4½ per cent. A "supported" gradient between these stations figures 4.12 per cent. A like computation from Sta 143 to Sta 235 reveals a uniform descent of 4.37 per cent and from Sta 235 to Sta 372 of 3.85 per cent. These calculations assume that the westerly and southerly side of the canyon is used from Sta 68 to a creek crossing in the vicinity of Sta 235. The balance of the location would be on the northerly side of the coulee.

For your information we submit a comparison of your location with the existing road and our suggested location disclosing the sides of the canyon used in each case, as follows:

Sta - Sta.	Present Location	Existing Road	Suggested Location.
68 - 115	West side of Canyon	West side of Canyon	West side of Canyon.
115 - 144	North " " "	South " " "	South " " "
144 - 181+37.6 = 194+80	Northeast " " "	Northeast " "	Southwest " " "
181+37.6 = 194+80 - 233	East " " "	East " " "	West " " "
233 - 372	North " " "	North " " "	North " " "

The portion of the suggested location between Sta 68 and Sta 235 might involve some difficulty with snow. It is hardly thought likely, however, that this difficulty will be very serious in view of the fact that the present road from Sta 115 to 144 follows the south side of the canyon. Inquiry of local residents would disclose the actual conditions in this regard.

If the prevailing winds are from the east as reported, it seems that there would be less difficulty from snow drifts on the suggested route than on the present location..

If our suggested location is practicable, there seems to be no reason for six per cent or adverse grades up this canyon and we feel confident that best practice favors a "supported" gradient or at least one with few variations. The series of broken grades of small numerical value used on the present location increases the maximum rate.

Again we see no reason for exceeding a five (5) per cent rise between Sta 412 and Sta 430 and Sta 383 to Sta 385. A line of grade revision in either case would confine the ascent to the maximum limit of 5 per cent.

It is noted that the elevations on the profiles are from some assumed datum plane. The elevation at the summit (Sta 68) is given as 2103.feet. An investigation indicates that the elevation above sea level is probably about 3500 feet. Elevations based on the assumed datum plane are misleading and a note should appear on the plans connecting this survey up with railroad or U.S.G.S. benches and making it possible to determine elevations above sea level. It is suggested that where practicable elevations be given with reference to sea level as a datum plane.

In view of the very serious questions raised as to this location we would request that a thorough review of this location be made by some competent engineer in your department and that we be advised as to his findings. Pending a more satisfactory showing, we shall withhold our recommendation of approval.

Yours very truly,

C L McKisson

Acting District Engineer.

Answered
HAF

Or #17

November 19, 1919.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are sending you under separate cover, the detailed project plans for Federal Aid Project No. 17, involving the grading of the section known as the Cow Valley-Brogan Section of the John Day River Highway in Malheur County. The detailed estimate which we desire to have used as a basis for the Project Agreement, together with special provisions to be used supplementary to our Standard Contracts ~~are~~ enclosed herewith.

The plans as submitted do not include plans for the bridge to be constructed at station 436 ≠ 60, which plans must necessarily be submitted at a later date. It is our understanding that this will in no way delay the approval by your office of the grading plans. Action by your office is desired at the earliest possible date, due to the fact that the grading of this section is already under contract.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-MM

CRP #17

November 13, 1919.

Morrison-Knudsen Company,
Box 393,
Boise, Idaho.

Gentlemen:

On account of the fact that final plans and specifications on the Cow-Valley-Brogan Section of the John Day River Highway have not yet been approved by the Bureau of Public Roads, I respectfully request that work on this section be deferred until January 1.

The State Highway Drafting Department has been unable to complete the plans according to the requirements of the Bureau of Public Roads, although it was expected when contracts were awarded that we would be able to submit plans for approval before contractors were in position to commence work. Any work completed before plans are legally approved must be paid for entirely out of state funds, and this we are very anxious to avoid.

Preliminary project statements have already been approved; therefore, there will be no question as to the final approval of the plans on your job.

Assuring you that your compliance with our request will be fully appreciated, I am,

Sincerely yours,

State Highway Engineer.

HN:HI

FORM 4A 1M-10-19

S. BENSON, PORTLAND, CHAIRMAN
J. N. BURGESS, PENDLETON
R. A. [illegible]OTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MARCHE O. BENNETT
DIVISION ENGINEER

P. P. #17

OREGON STATE HIGHWAY COMMISSION

SALEM

PENDLETON, Nov. 1, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Dear Sir:

Please send to this office, with copy to C. A. Harrington, Baker, the construction prefix for the Cow Valley-Brogan and Vale-Brogan Sections in Malheur County.

23 PB.

Very respectfully,

Marche O. Bennett

Division Engineer.

WCC/B

ANSWERED
S. H. Probert

RECEIVED
NOV [illegible] 1919
[illegible]

P.R. #17

September 30, 1919.

Mr. E. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

In working up the plans for the Cow Valley-Brogan Post Road Project, we find that the cross-sections from Station 0 plus 00 to Station 73 plus 92, are platted for a 24' Roadbed, whereas the balance of the cross sections are platted for a 22' Roadbed. If you desire to use these two widths of roadbed, it will be necessary for us to offer some explanation to the Bureau of Public Roads.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By
Office Engineer.

SHP-MM

S. H. D. FORM 30 8-14-17

423

STATE OF OREGON—HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Aug. 24th. 1919, 19

County of Malhuer, Week from Aug. 16th. to Aug. 23d.

Highway John Day Number in party 5

Section Brogan to Vale Survey will be completed Aug. 30th.

Camp location Vale, Ore.

Mail address Vale, Ore.

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Ihave the level and Transit line to within one mile of Vale but have 15 miles of topography and land lines to get yet. Ikept on the east side of the Railroad track all the way from Jamieson to the city limits of Vale in order to cross the track inside an incorporated town this throws the road into a mile of low ground cut up with sloughs from Willow Creek. and comes into Vale in a bad place. It would be better if it could cross where the present road crosses about four miles out keep on higher and better ground and come into Vale on Main St. and over the main traveled road. In going from here to Ontario, I was out with Mr. Vine the County commissioner yesterday and I want to cross the R.R. track at Mallett half way between Vale and Ontario but there is no town there I do not see what else can be done . Unles It is to keep out of Vale entirly keeping on the north side of the R.R. track all the way and building a bridge across the Malheur about two miles north of vale andabout 8 miles of new road.

Kindly advise me if I can cross at Mallett.

Respectfully Yours

Signed P. L. Olive

Title Locat[illegible].

BPR 17

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON, D. C.

NOTED
H. N.

IN YOUR REPLY PLEASE
REFER TO FILE NO. P-3

March 28, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

On March 27 the Acting Secretary of Agriculture approved Oregon Project No. 17, involving the improvement of 8.5 miles of the John Day Highway in Malheur County.

Very truly yours,

P St J Wilson
Acting Director.

Noted LHP

423

OREGON STATE HIGHWAY COMMISSION
SALEM

March 10, 1919.

Dr. L. I. Hewes,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

I enclose herewith, in triplicate, a resolution of the County Court of Malheur County, appropriating $10,000. towards the construction of the Cow Valley-Oregon Post Road Section in Malheur County.

This resolution should be attached to the project statement which we sent you a few days ago on this project.

Respectfully yours,

State Highway Engineer.

RAK-MR

Enclosures

FORM 4A 11-6-18-1M

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. [illegible]H, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

425

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
FEB 21 1919
STATE HIGHWAY
ENGINEER
Salem Oregon

PENDLETON,
February 19, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

Your two letters of the 18th regarding the Cow Valley-Brogan project received. Have written Malheur County Court asking them to forward resolutions in quadriplicate to the Salem office.

Your arrangements of dividing the funds between the State, County and Federal Government are satisfactory and gives no conflict. We have changed our copy of the project statement to read as follows: Federal Government $29,650.00; State $29,650.00; Malheur County $10,000.

Very respectfully,

Manche O. Bennett

Noted
SHP

46

February 18, 1919.

Mr. Manche O. Bennett,
Pendleton, Oregon.

Dear Sir;

In the matter of the Cow Valley-Brogan section, which has now been approved by the Commission, I note that the estimated cost is $69,300.00. I had the matter of the amount of cooperation to be supplied by the principals up with Mr. Thompson this morning and he suggested that the arrangement should be; Federal Government, $29,650.00; State of Oregon, $29,650; County, $10,000. This will leave available for work in Malheur County about $30,000 under the terms of the appropriation which provided for cooperation to the extent of $40,000 by the Federal Government, $40,000 by the state and $20,000 by Malheur County.

If this arrangement is in conflict with any agreements, please so advise at your early convenience.

Respectfully,

Secretary.

HAK/HI

44

February 18, 1919.

Mr. Manche O. Bennett,
Pendleton, Oregon.

Dear Sir:

In regard to the Cow Valley-Brogan post road project in Malheur County, would say that the resolution of the county court, appropriating the county funds for cooperation on this project, has never been received. Will you take this matter up with the court, asking that we be sent a copy of the resolution in order to attach to the project statement.

The only record we find in this matter is in the minutes of the meeting of June 4, 1918, which reads as follows:

> "On condition that Malheur County set aside $20,000 and that the Government is willing to cooperate on a fifty-fifty basis with the state, the State Highway Commission hereby sets aside $40,000 from the Bean-Barrett bonds to cooperate with Malheur County on the improvement of such post road projects in Malheur County on state highways as may be determined upon by the State Highway Engineer and the County Court after a careful survey of the needs and conditions in Harney County has been made by the State Highway Engineer."

Respectfully,

Secretary.

HAK/HI

FORM 2A 500-2-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF R. A. BOOTH, COMMISSIONER
EUGENE, OREGON

RECEIVED
FEB 19 1919
STATE HIGHWAY
ENGINEER
Salem - - Oregon

February 18,1919.

Mr. Roy A. Klein, Secretary,

Salem,Ore.

Dear Sir;

I have signed in quadruplicate the Federal Aid project statement in the Cow Valley - Brogan Section, received in your favor of February 10th; with it also were the Salem-Dallas projects, which I also signed and returned to you - - yesterday.

Yours truly,

RABooth

rab/end

State ....

Project No.......... (Not to be filled in)

Form P R 1. 1
O. P. R. and R. E.
U. S. Dept. of Agr.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

(Date) January 22, 1919.

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Act, Chapter 175, Laws of 1917 (Cite statutes and resolutions or orders giving Highway Department jurisdiction) ...., in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by ....

1. Local name of road John Day Highway, Cow Valley-Brogan Section
2. Located between Ironsides and Brogan County of Malheur
3. Points of beginning and ending Begins at ¼ cor. between Sec. 10 and 11 T. 15, S. R. 41 E., ends at Brogan.
4. Length in miles (gross) 8.5 miles (net) 8.5 miles

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

Miles of project used as star route 2.5 ; rural route 0 ; miles over which there is a reasonable prospect that a mail route will be established 6 ; miles over which there is no reasonable prospect shown that a mail route will be established 0 , which is 0 per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction Re-location parellels closely present road. Traffic on present road will be discontinued after new road is constructed.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? Yes

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1) Project will serve farming districts in north end of Malheur County and is a section of the John Day Highway, a trunk road extending across the northeast corner of the state

11. Improved roads adjacent or contiguous and type of each None

(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (a) trucks None , (b) passenger motor vehicles 5 , and (c) horse drawn vehicles 5 during summer season.

13. Local traffic, approximate average daily number of (a) trucks 1 , (b) passenger motor vehicles 10 , and (c) horse drawn vehicles 10

14. Description and present condition of traveled way Steep grades, poor alingment and rocky roadway. Passable in summer but muddy and practically impassable in winter.

g not required at present

urfacing; feet between ditches 18'; approximate maximum gradient 7

type of construction Grading earth road

: Location, nature, and extent of deposits of local materials suitable for use on this project — —

(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet one 22' span near section line between sections 14 and 15T. 15 S. R. 42 E.

(Designate each by the same distinguishing marks as on sketch map)

and one 22' span near section line between sections 14 and 23T. 15 S. R. 42 E.

19. State's share of cost of construction will be provided by State of Oregon

(State or (and) County)

20. Amount of funds which are ~~will be~~ available for construction: (a) State. Sale of bonds, Chap. 175, Laws of 1917. $29,650.00

(Amount) (Source; refer to statute)

(b) County $10,000

(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by

RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a

21. Funds for maintenance to be provided by

RESOLUTION.

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Art. II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of State Highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and,

BE IT RESOLVED, That the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in co-operation with the Federal Government under any federal act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

Roy A. Klein
Secretary.

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction..

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 7, Reg. 4)..

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project Work to be done under standard form of contract, contractor's bond and specifications as approved by Bureau of Public Roads. June 5, 1918.

Date January 22, 1919.

		Item.	Price.		Amount.	
	Cu. yds.	Excavation, % Rock		85	$ 51,000	00
	Sq. yds.	Surfacing of				
6		Structures of 20' span or under			3,000	00
2		Structures over 20' span			2,600	00
		Other items				
1500	lin. ft.	12" pipe	2	00	3,000	00
400	lin. ft.	24" pipe	3	00	1,200	00
100	sq. yd.	Concrete paving for water spout streams	2	00	200	00
100	cu. yds.	Concrete for head walls, intakes, etc.	20	00	2,000	00

Length, 8.5 miles

Cost, $8,152.94 per mile.

Subtotal,	$ 63,000	00
10% Engineering and Contingencies,	6,300	00
Total	69,300	00

This estimate approved by:

Herbert Nunn

(Title) State Highway Engineer.

26. Amount of Federal aid desired $29,650.00 (State in lump sum or percentage, but not both)

completion or as work progresses As work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project State Treasurer of the State of Oregon.

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission.
(Official title of Highway Department)

By S. BENSON, Absent
Chairman
(Title of officer)

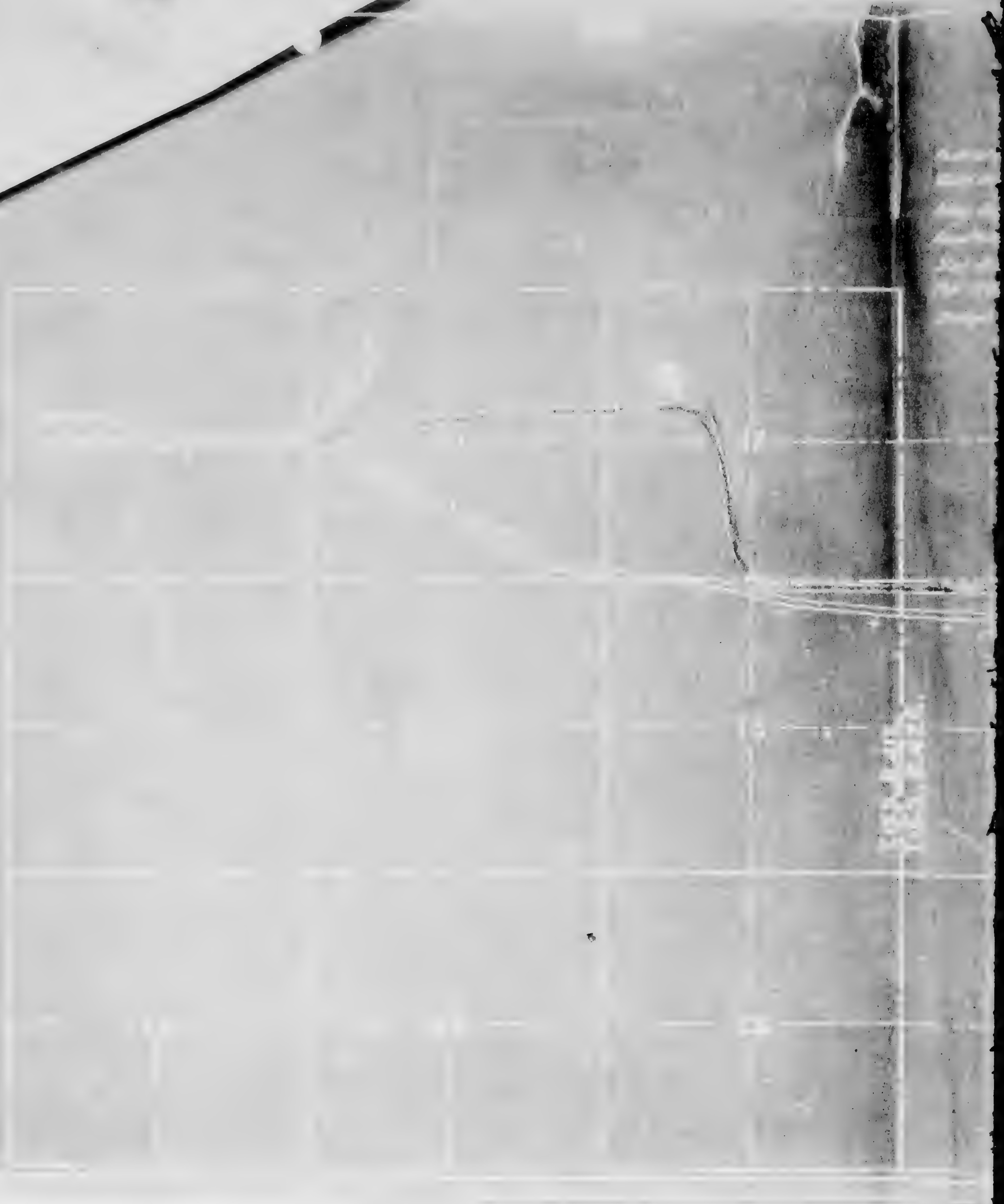
By W H Thompson
Commissioner
(Title of officer)

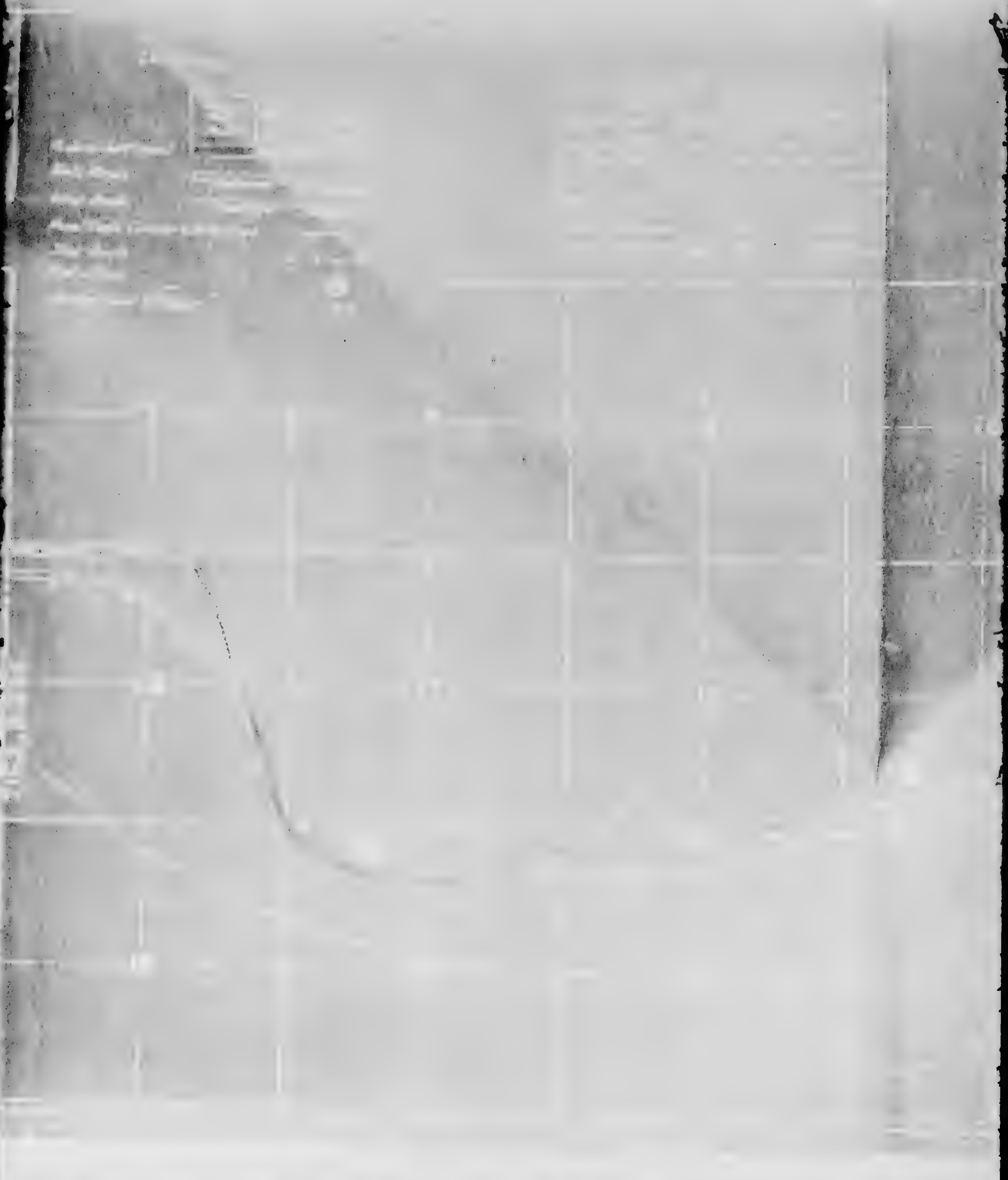
By R A Booth
Comm
(Title of officer)

Brogan, Oregon, October 21, 1918.

I, J. M. Addington, hereby certify that I am the duly appointed postmaster of the postoffice known as Brogan, Oregon; that I am familiar with the roads over which the United States mail is carried, and I further certify that of that portion of the John Day highway from Cow Valley to Brogan,9 miles is used as Star route, and I further certify that the construction of the road over the proposed location which is a slight change from thepresent route will aid materially in the carrying of the mails in this section, and I heartily recommend this improvement.

J. M. Addington
Postmaster, Brogan, Oregon.





10 NE

CONTRACT#236

PR 38 Pendleton-Cabbage Hill 1919-1923

236

June 12, 1923

Raley, Raley & Steiwer,
Attorneys at Law,
American National Bank Building,
Pendleton, Oregon.

Dear Sirs:

This letter will acknowledge receipt of yours of the 9th inst., requesting my appearance in Portland on Thursday, June 14th as a witness in your case against Clifton, Applegate & Toole.

Please be advised that I will be on hand at the time requested at the Whitcomb-Piepenbrink office and will have the records with me.

Very truly yours,

Chief Clerk.

MBG:LM

J. H. RALEY
J. R. RALEY
FREDERICK STEIWER

H. J. WARNER

RALEY, RALEY & STEIWER
ATTORNEYS AT LAW
AMERICAN NATIONAL BANK BUILDING
PENDLETON, ORE.

1 II 31

June 9, 1923.

Mr. H. B. Glaisyer,
Chief Clerk, Oregon State Highway Commission,
Salem, Oregon.

Dear sir:

The case of Clifton, Applegate & Toole will be tried in Portland in the United States court upon June 14. We have written the Clerk to have you subpoenaed for that date under a subpoena which will require you to bring in your records. By referring to our former correspondence you can tell more exactly what is wanted. The language on the subpoena will be general and will request you to bring all records. This does not mean, however, that you should denude your office of records that have no connection with the Bain & Kidd end of the transaction. The most important items are the estimates and such other information as will show the progress month by month of Bain & Kidd's operations, i.e., the grading of the road and in addition to this the records of payments made on these estimates by the State to Clifton, Applegate & Toole. We will need all the figures of payments including those that were made toward the end of the work when Bain & Kidd had quit the job and it was being completed by the Bain contractor.

With respect to the record of payments, it is important that you bring the entire record, that is to say, that you bring the original entries or first entires and not alone the final ledger sheet. We suggest that you bring every record that is connected with the payment including the warrants, vouchers, checks, etc. by which remittances were made and all letters of receipt, if any.

We will desire to offer some of these records in evidence. If, therefore, you bring anything that cannot be well spared from your office we suggest that you have prepared a copy and bring the copy together with the original. After the original is identified the Court will permit us to substitute the copy and to withdraw the original which is of value so that you can take it back with you and restore it to your files.

Your subpoena will probably read for 10 A.M., but we will be greatly indebted if you will come down either early in the morning or in the evening before as we desire to have an Accountant of the firm of Whitcomb-Liepenbrink & Co. discuss your records with you before the coming in of Court. If not too much trouble, therefore, we will be greatly obliged if you will call with your records at the Whitcomb-Liepenbrink office and ask for

Porter Bldg

Mr. Bosworth some time around 8:30 o'clock upon the morning of June 14th.

Until you are better re-paid please accept our thanks for your courtesy in this regard.

Yours very truly,

RALEY, RALEY & STEIWER

By Frederick Steiwer

PR# 38

May 14, 1923

Raley, Raley & Steiwer,
Attorneys at Law,
American National Bank Building,
Pendleton, Oregon.

Gentlemen:

Referring to your letter of May 9th in which you request the name of the official who is in charge of the filing of correspondence and other records in connection with the State Highway Department, will say that this work is undertaken under my direct supervision.

You may, therefore, use my name (H. B. Glaisyer) in connection with the subpoena to appear before the United States Court in connection with your suit concerning the grading of the Pendleton-Cabbage Hill Section of the Old Oregon Trail, which we understand has been tentatively set for June 14th.

Very truly yours,

Chief Clerk.

HBG:LM

RALEY, RALEY & STEIWER
ATTORNEYS AT LAW
AMERICAN NATIONAL BANK BUILDING
PENDLETON, ORE.

May 9, 1923.

Mr. H. B. Glaisyer,
Chief Clerk, Oregon State Highway Com.
Salem, Oregon.

Dear Sir:

We hasten to thank you for your letter of May 8th enclosing to us a copy of your final estimate on the Pendleton-Cabbage Hill section of the Oregon Trail. We think the enclosures furnished us will answer our requirements and that it will not be necessary to ask you to go to any further trouble in the matter.

The case referred to in the United States Court is set tentatively for June 14th. It is possible that the date will be subject to some little variation. The reason that we ask for the name of the person who could identify the records and entries was so that we could have a subpoena issued in the regular way and thus be in position to pay to the witness and to collect from the other side, in case we prevail, the witness fees provided by law. We will therefore be obliged if you could give us the name and official connection of the person who is in position to act as such witness. We have assumed that it would either by yourself or some one who has charge of the accounting department but we do not know just how your organization is made and it may be that all the estimates, figures, calculations etc. of this whole contract went over the desk of some one engineer who from memory and from reference to his own records and the records of the department could supply the information desired.

Inasmuch as we are not advised we desire to leave the selection of the witness to your judgment.

Very truly yours,

RALEY, RALEY & STEIWER,

By Frederick Steiwer.

Mr Glaisyer says give them my name
How about it?
HBG.

JH

file
Portland #38

May 8, 1923

P.H.F. 38

Raley, Raley & Steiwer,
Attorneys at Law,
American National Bank Building,
Pendleton, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of May 5th with further reference to the contract of Clifton, Applegate & Toole for the grading and surfacing of the Pendleton-Cabbage Hill Section of the Old Oregon Trail.

We note that you desire information concerning the grading items only, and in reply will say that we are enclosing herewith a copy of our final estimate to the contractors, upon which is shown the amounts paid for the different items. We have made a red pencil cross in front of those items which are considered as grading items by this Department.

In addition to those marked by a red cross there was expended for grading under the item "force account" an amount of $357.40. It is possible for us to give you this detailed information for each one of the estimates but this will entail a considerable amount of work for which reason we are preparing the final only and trust that you will be able to secure the necessary information from that; if not, kindly so advise us and we will take steps to have copies of the other estimates made.

With reference to some one from this office to appear before the United States Court to testify as to the identity of records and entries, will say that it is very likely that arrangements can be made to do this. Please give us several days advance notice as to when the case will be heard.

For your further information will say that the engineer who had charge of this construction work, by name G. V. Robinson, is not now connected with our organization. The last heard of him he was in the employ of Barr & Cunningham, Consulting Engineers, Portland, Oregon. It is likely that you could get in touch with him through them.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

File Portland F.A.8

J. H. RALEY
J. [illegible] RALEY
FREDERICK STEIWER

H. J. WARNER

RALEY, RALEY & STEIWER
ATTORNEYS AT LAW
AMERICAN NATIONAL BANK BUILDING
PENDLETON, ORE.

May 5, 1923.

RECEIVED
MAY 7 1923
[illegible]
STATE [illegible] COMMISSION

Chief Clerk,
Oregon State Highway Commission,
Salem, Oregon.

Dear sir:

We acknowledge receipt of your letter of April 26 supplying us information in reference to monthly estimates paid on the Clifton, Applegate & Toole contract for the Pendleton-Cabbage Hill Section of the Old Oregon Trail. Please accept our thanks for your courtesy in this regard.

We find that the information needed by us concerns the grading only. We appreciate that the State was not dealing with the subcontractors and yet it occurs to us that the Field Engineers may have sent in estimates that were segregated. Can you, from your records, advise us concerning all these estimates from one to twenty-four disclosed by your letter as to what amount was for grading and what amount was for macadamizing? We will be greatly indebted for your information in this regard.

The case in which we are interested will probably be tried in the United States Court at Portland some time during the month of June. We are not yet advised whether it will be necessary to subpoena some one from the office of the Oregon State Highway Commission. We may find it necessary to call some one to give information about the matters which have been the subject of our correspondence. Please advise us when you answer this letter the name and official position of the person who is in position to testify to this information. If the Engineer who made the estimates is available and can get the original reports that will be one way of proving the facts. If this information is not available then we believe that the Auditor, if you have an Auditor, then if not the Auditor, yourself or some other person who has charge of the records would be the right person to subpoena for the proof of these facts. The person under whose direction the records are kept, in other words, the person who is responsible for the correct keeping of the records, is nearly always permitted to testify to the identity of pertinent records and entires.

Thanking you for your further courtesy, we are

Yours very truly,

RALEY, RALEY & STEIWER

By Frederick Steiwer.

549

April 26, 1923

Raley, Raley & Steiwer,
Attorneys at Law,
American National Bank Building,
Pendleton, Oregon.

Gentlemen;

Receipt is acknowledged of your letter of the 18th inst. regarding the contract of Clifton, Applegate & Toole for the grading and macadamizing of 7.5 miles of the Old Oregon Trail east of Pendleton, commonly known as the Pendleton-Cabbage Hill Section.

In reply will say that final voucher was paid to the contractor on September 6, 1921. The monthly estimates were paid as follows;

Estimate No. 1, Jan. 23, 1920	$ 1,120.12	
" " 2, Feb. 19, 1920	4,243.91	
" " 3, Mar. 20, 1920	8,970.60	
" " 4, Apr. 23, 1920	8,884.52	
" " 5, May 13, 1920	5,863.33	
" " 6, Jun. 12, 1920	11,450.68	
" " 7, Jul. 13, 1920	11,753.60	
" " 8, Jul. 28, 1920	5,393.97	
" " 9, Aug. 19, 1920	5,390.51	
" " 10, Aug. 31, 1920	2,005.70	
" " 11, Sep. 17, 1920	492.26	
" " 12, Oct. 8, 1920	1,318.09	
" " 13, Oct. 21, 1920	2,673.46	
" " 14, Nov. 3, 1920	2,332.59	
" " 15, Nov. 29, 1920	4,292.98	
" " 16, Dec. 3, 1920	1,669.93	
" " 17, Dec. 17, 1920	1,941.86	
" " 18, Jan. 4, 1921	910.00	
" " 19-22, Apr. 18, 1921	1,814.59	
" " 23, Jun. 10, 1921	23,016.47	Semi-final.
" " 23A, Aug. 22, 1921	3,937.96	" "
" " 24, Sep. 6, 1921	3,480.84	Final
Total payments	$112,957.72	

The contractors in this instance had as surety the National Surety Company of New York, F. G. Jones, Agent, Spokane, Washington.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Chief Clerk.

HBG:LM

RALEY, RALEY & STEIWER
ATTORNEYS AT LAW
AMERICAN NATIONAL BANK BUILDING
PENDLETON, ORE.

April 18, 1923.

Secretary, State Highway Commission,
Salem, Oregon.

Dear sir:

About November 4, 1919, the Commission entered into a contract with Clifton, Applegate and Toole for the construction of about seven and one-half miles of road lying East of Pendleton, the road being commonly known as the Pendleton, Cabbage Hill section of the Oregon Trail. Pursuant to the contract the road was constructed and subsequently there has been, and still is, litigation between various persons interested in the prosecution of the work. For the purpose of our investigation of the litigation now pending we need to know the amounts and dates of the payments made by the State to the firm of Clifton, Applegate and Toole pursuant to this contract. Will you kindly advise us full information concerning same and also whether or not the retained percentage has all been paid and if same was included with other payments please let us have your advice as to the amount of such payment which was made up of retained percentage.

Thanking you for your courtesy, we are

Yours very truly,

RALEY, RALEY & STEIWER

By Frederick Steiwer.

#236
Pendleton-Cabbage Hill
Umatilla Co.
Grading + Macadam
7.5 miles
Final paid Sept. 6. 1921
National Surety Co.
F. G. Jones Agt.
Spokane, Wash.

(over)

Estimate No.	1 ,	J[illegible] 2[illegible], 1920	$1,120.12
" "	2,	Feb, 19, 1920	$4,243.91
" "	3 ,	Mar, 20, 1920	$8,970.60
" "	4,	Apr, 23, 1920	$8,884.32
" "	5,	May, 13, 1920	$5,863.33
"✓ "	6,	Jun, 12, 1920	$11,460.63
" "	7,	Jul, 13, 1920	$11,733.60
" "	8,	Jul, 28, 1920	$ 6,393.97
" "	9,	Aug, 19, 1920	$ 6,390.51
"✓ "	10,	Aug, 31, 1920	$ 2,005.70
" "	11,	Sep, 17, 1920	$ 402.26
" "	12,	Oct, 8, 1920	$ 1,318.09
" "	13,	Oct, 21, 1920	$ 2,673.46
" "	14,	Nov, 3, 1920	$ 2,332.59
" "	15,	Nov, 29, 1920	$ 4,292.98
" "	16,	Dec, 3, 1920	$ 1,689.93
" "	17,	Dec, 17, 1920	$ 1,941.86
" "	18,	Jan, 4, 1921	$ 910.00
" "	19-22	Apr, 18, 1921	$ 1,814.59
" "	23,	Jun, 10, 1921	$23,016.47-Semi-final.
" "	23A,	Aug, 22, 1921	$ 3,937.96-Semi-final.
" "	24,	Sept, 6, 1921	$ 3,480,84 Final

Total Payments $112,957.72 ✓ O.K

[illegible]

Sept. 19, 1921

Clifton, Applegate & Toole,
Sutton Bldg.,
Spokane, Washington.

File PR-36

Gentlemen;

In conformance with a request received from Mr. R. H. Baldock, Division Engineer, we beg to advise that the filler and overhaul quantities for material placed between Stations 50 and 80 on the Pendleton-Cabbage Hill Section of the Old Oregon Trail in Umatilla County are as follows;-

Filler	323.6 cu yds
Overhaul	340 "

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSousa,

[illegible]

c. c. to R. H. Baldock.

FORM 3A 10M-3-21

R. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
September 17, 1921.

PR38

30 PA-

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

RECEIVED
SEP 19 1921
STATE HIGHWAY ENGINEER

Dear Sir:

I inclose herewith copy of letter from Clifton, Applegate and Toole, with reference to filler on rock [illegible] sections 30 [illegible] 36, on the Pendleton - Cabbage Hill section of the Old Oregon Trail in Umatilla county.

You can find the exact [illegible], and [illegible] figures for some of your diagrams.

Our records show that the [illegible] was [illegible], [illegible] 30 [illegible].

Very respectfully,

R H Baldock
R. H. Baldock
District Engineer.

RHB/[illegible]

Encl.

Sept. 14, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-38

Dear Sir:

Herewith we are sending you four copies of final voucher on the Pendleton-Cabbage Hill Section, Oregon Federal Aid Project No. 38, in the amount of $2,587.41.

8121

These estimates are accompanied by certified copies of special price on Rubble Masonry and a certified statement that no liquidated damages were collected on this project.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSousa,

ETH

Enc.

COPY

FOR INFORMATION OF MR. [illegible]:

R
R 38

Spokane, Washington,
September 10, 1921.

Mr. G. V. Robinson, Res. Eng.,
c/o R. W. Baldock, Div. Eng.,
La Grande, Oregon.

RECEIVED
SEP 19 1921
[illegible] ENGINEER

Dear Sir:

We are writing you requesting you to advise us the yardage allowed on the Cabbage Hill - Pendleton work, to cover the filler put in by Bain & Kidd between stations 50 and 80, also the amount of overhaul, if any.

We desire this information so we can [illegible] the quantities we should allow the subs on this work.

For your information, we might add, that we paid Bain & Kidd force account for this work, therefore they are not entitled to credit for the yardage involved.

A prompt reply will be greatly appreciated.

Yours truly,

[illegible]ON, HOLLGATE & TOOLE.

LJP

By L. J. Perry.

COPY

September 2, 1921

Mr. F. G. Jones, Agent,
National Surety Company of N. Y.
Spokane, Wash.

Dear Sir:

The purpose of this letter is to advise you that the State Highway Commission is about to make final payment to Clifton, Applegate & Toole, who have contract No. 236 known as the Pendleton-Cabbage Hill Section of the Old Oregon Trail in Umatilla County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

RAK:AF

Secretary.

R
R 36

July 27, 1921.

Mr. J. L. Mars,

La Grande, Oregon.

Dear Sir:

In reply to your letter of July 22, relative to your claim against the Security Construction Company, it is noted that you ask as to the date the last payment was made on the contract, and I presume you refer to the graveling on the Pendleton-Cabbage Hill Section. The last payment on this project was mailed out from this office on July 26th and amounted to approximately $25,000.00.

Very truly yours,

State Highway Engineer.

RAK:HI

MENTS CONTINGENT UPON STRIKES, ACCIDENTS OR OTHER EMERGENCIES BEYOND OUR CONTROL

BUY HOUSES AND REMOVE
SAME

J. L. MARS
CONTRACTOR

ROCK CRUSHING A SPECIALTY
SEE MARS' QUARRY

LA GRANDE, OREGON, July 22 1921

Mr Herbert Nunn State Highway Eng.
Salem, Ore.

Dear Sir! Your Kind reply of 16 inst. to my Letter of 12 inst. at hand and Contents Noted. The Security Construction Co. Claims the not received the June Payment yet wich I doubt. on account I have $7.000.00 yet Comming on my Plant Sale, and I hop I dont need to use my lien right to get my Pay.

I ask you farther Information to give me the date and Amount when the June 10 Payment was made and when and how much the rest of the Payments to be made

Yours Very truly
J. L. Mars.

JUL 25 1921
STA HIGH

Cont 288
mailed out July 26. 25

Form

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

38

Date 5/14, 1921

Job Name [illegible]

Week from 5/8 to 5/14

Mail Address Pendleton

Highway Old Ore. Trail

Telegraph or ~~Telephone~~ Address "

County Umatilla Job Prefix 30 PA

Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Job completed & final sent in 5/12/21

RECEIVED
MAY 20 1921
STATE HIGHWAY ENGINEER

NOTED
H. B. GLAISYER

Signed

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week ....men,

..........teams, ...steam shovels

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed ....

Miles partially done ....

Average daily yardage placed this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week ....men,

..........teams, ...trucks

Percentage of total required yardage now in place ....

Surfacing will be completed about ....

Number men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week ....men,

..........teams, ...trucks

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job .... Percentage ....

Other jobs .... Percentage ....

Other jobs .... Percentage ....

Other jobs .... Percentage ....

PR
38

March 30, 1921.

Mr. R. H. Baldock,
Division Engineer,
LaGrande, Oregon.

File Baldock

Dear Sir:

Reference is made to the maintenance orders recently submitted by you covering maintenance between Pendleton and Cabbage Hill, Brogan and Cow Valley, and Pendleton and Pilot Rock. Mr. Nunn is witholding his approval of these orders until he has received and had opportunity to pass upon the maintenance budget for your division, instructions in regard to which budget are going forward to you today.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:T

March 24, 1921

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Please find enclosed copy of a letter from S. Murray, which is self-explanatory.

Respectfully,

State Highway Engineer.

HN:LM
1 Encl.

Form 3010

File No. 165-29

STANDARD
3-20-5000

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

March 17th, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference your letter February 25th, file 30 PA, in regard to installation of a 36 inch pipe beneath our track and about 1-1/2 or 2 miles east of Mission, Umatilla County, Oregon.

This matter has been investigated by me with the result that I can see no material benefit to the Railroad Company by the installation of this pipe. Also call attention to the fact that the waters of this drainage are evidently used at times for the purpose of irrigation and, if it is diverted as suggested, serious damage claims might result in the future due to changing the course of the stream.

I am, as a rule, personally opposed to changing the original course of waterways, if there is any other way out of it; in view of the above, therefore, I cannot recommend to my principals that the Railroad Company bear any part of the expense of the project. If you wish to carry it out, however, on your own responsibility, and bear the whole expense, I will take up with my principals with this in view.

Yours truly,

S. Murray
R

CC Mr. H.A.Roberts, Bldg.

PR 36

February 25, 1921

30 P4

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

I have taken up the matter with the O. W. R. & N. people regarding the installation of a 36" pipe near Mission and will inform you further as soon as they have had time to investigate.

Respectfully,

State Highway Engineer.

HN:LM

February 25, 1921

30 PA

Mr. S. Murray,
Chief Engineer,
O. W. R. & N. Ry. Co.,
Wells-Fargo Building,
Portland, Oregon.

My dear Mr. Murray:

I am in receipt of a letter from R. H. Baldock, Division Engineer, La Grande, Oregon, stating that there is a canyon which strikes the railroad east of Mission and is diverted along the borrow pit, forcing the stream to pass under the Highway twice and finally passing over the track about two miles west of the first point it strikes.

Mr. Baldock suggests that the installation of a 36" pipe would remedy the condition, the pipe to be installed at either of the two points mentioned below:

"Culvert Site No. 1.

1545' E. of mile post 232 and 764' E. of block signal 2322. Draw is 220' S. of R. R. center line. Base of rail is 5.4' above bottom of draw. R-O-W f c. N. of R. R. is 6.2' below base of rail. Water would empty directly into Umatilla River.

Culvert Site No. 2.

545' E. of mile post 232 and 256' W. of block signal 2322. Draw is 135' S. of R. R. center line. Bottom of draw is 5.0' below base of rail. R-O-W f e. N. of R. R. is 6.8' below base of rail. Would empty into slough having about 0.8' fall in 150'."

The Highway Department would be pleased to cooperate with you in this matter and would suggest that if you would make the installation that the State Highway Department would furnish the pipe.

Will you please investigate this matter and inform me fully?

Respectfully,

State Highway Engineer.

HN:LM

FORM 4 15M-9-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

HERBERT NUNN

La Grande, Oregon.
February 23, 1921.

RECEIVED
FEB 24 1921
STATE HIGHWAY ENGINEER

30 PA-

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I refer to the Pendleton-Cabbage Hill section of the Old Oregon Trail near Mission station on the OWR&N. There is a canyon which strikes the railroad east of Mission and is diverted by them along their borrow pit, forcing the stream to pass under the highway twice, finally passing under the track about two miles west of the first point it strikes same. The water could be diverted under the track at either of the culvert sites proposed herein therein removing a very objectionable drainage feature which exists at the present time. During the heavy rains of the past week the high water washed out a number of culverts and covered the road in several places.

I would appreciate your communicating with the railroad company and proposing a basis of subdivision of costs attendant upon installation of culverts. If no better arrangement can be made we could well afford to furnish the pipe and have it installed by the railroad company who could bill us for the cost of the installation. Having no authority to negotiate these arrangements I am referring the matter to your office. It will require a 36" pipe and can be installed at either of the sites listed below:

Culvert Site No. 1.

1545' E. of mile post 232 and 766' E. of block signal 2322. Draw is 220' S. of R. R. center line. ~~R. R.~~ Base of rail ~~center line~~ is 3.4' above bottom of draw. ROW fc. N. of R. R. is 6.2' below base of rail. Water would empy directly into Umatilla River.

Culvert Site No. 2.

545' E. of mile post 232 and 234' W. of block

FORM 4 15M-6-20

S. BENSON, PORTLAND, CHAIRMAN
[illegible]A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

30 PA-

signal 2322. Draw is 135' S. of R. R. center line. Bottom of draw is 5.0' below base of rail. ROW fc. N. of R. R. is 6.8' below base of rail. Would empty into slough having about 0.8' fall in 150'.

Very respectfully,

RH Baldock

Division Engineer.

RHB/V

RECEIVED
FEB 11 1921

La Grande, February 10, 1921.

30 PA-

Mr. E. L. Swartzlander,
Supt. Umatilla Indian Schools,
Pendleton, Oregon.

Dear Sir:

Your letter of January 29th, addressed to the Highway Commission, relative to guard fences on the Pendleton-Cabbage Hill section of the Old Oregon Trail in Umatilla county, has been referred to me for answering.

Please be advised that steps will be taken early in the spring to install proper guard fences on high fills and dangerous curves on this section. At which time I will be pleased to have your advice in regard to the location of the ones you refer to.

Very respectfully,

R H Baldock
Division Engineer.

RHB/V

cc Herbert Nunn

cc Umatilla County Court.

OK

Sig P.

5

PR/34

January 29, 1921

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Your attention is called to the fact that the time limit on the Pendleton-Cabbage Hill Section expired on September 30, 1920, and no provision has been made for a further extension.

Yours truly,

Secretary.

RAK:LM

December 23, 1920.

Mr. G. V. Robinson,
Resident Engineer,
Box #39,
Pendleton, Oregon.

File 30 PA

Dear Sir:

In response to a request from Mr. R. H. Baldock, Division Engineer, we are sending you the detailed engineering charges against jobs 30-GA and 30-PA. The amounts given are those appearing on our cost records up to 5:00 P. M. of December 23, 1920.

Acct No	Item	Prefix 30-GA	Prefix 30-PA
341	Salaries	$6,660.30	$7,121.38
342	Board and Lodging.	904.93	21.00
343	Transportation	291.96	102.44
344	Automobile operation & upkeep. . .	1,079.00	992.26
345	Engr. supplies & equipment	425.57	135.61
346	Rental of quarters & camp expense.	60.60	216.68
347	Advertisements for bids.	57.95	14.62
348	Testing materials.	-	.85
349	Miscellaneous charges.	19.31	16.05
	Totals.	$9,499.62	$8,620.97

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by H. B. Glaisyer,
c. c. to R. H. Baldock,
ET

FORM 4 15M-6-20

S. BENSON, PORTLAND, CHAIRMAN
A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Pt 31,

La Grande, Oregon,
December 21, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

I inclose herewith communication from Clifton, Applegate & Toole, contractors, Spokane, Washington, requesting extension of their time to December 31, 1920.

Under the circumstances as set forth in their letter I would recommend this extension.

Very respectfully,

R H Baldock

RHB/V Division Engineer.

Incl.

OK.
Nunn

[illegible] 1920

WM. B. JOYCE,
PRESIDENT

WE BOND MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

WORLDS LARGEST SURETY COMPANY

National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

JONES & MITCHELL
GENERAL AGENTS
(AUTHORITY LIMITED)
EASTERN WASHINGTON
AND
NORTHERN IDAHO
217-218 HUTTON BLDG.
TEL. MAIN 7624

LOCAL BOARD

HUGO E. OSWALD
JAMES A. BROWN
LESTER P. EDGE
OSCAR CAIN
MARK F. MENDENHALL
RESIDENT VICE-PRESIDENT

SPOKANE, WASH. Dec. 11, 1920

State Highway Commission

Salem, Oregon

Gentlemen:

In Re: Contract, Clifton, Applegate & Toole
-State of Oregon, construction of
Pendleton-Cabbage Hill Section of
the Old Oregon Trail in Umatilla
County

This will serve as our consent to the extension of ninety days time in connection with the above contract.

NATIONAL SURETY COMPANY
By J. A. Mitchell
Resident Assistant Secy.

J. M. CLIFTON, PRES.
V. J. APPLEGATE, VICE PRES.
A. H. TOOLE, SEC. & TREAS.

INCORPORATED

TON BUILDING
SPOKANE, WASH.
ANACONDA, MONTANA

CLIFTON, APPLEGATE & TOOLE
RAILROAD CONTRACTORS

Spokane, Wash.,
Nov. 27, 1920.

State Highway Commission,
Salem, Ore.,

Gentlemen,-

In accordance with the suggestion Of Div. Engr. Baldock, we hereby make application to you for an extension of time of ninety days from date, on our contract for the construction of the Pendleton - Cabbage Hill Section of the Old Oregon Trail in Umatilla County.

The grading, drainage work and other work incidental to the grading has been completed for some time but we still have in the neighborhood of 4500 yards of crushed gravel surfacing to put on. We are doing all that can be done to push this job to completion, but, due to the very uncertain weather conditions, it is impossible to tell whether it can be done in the additional time asked for in this request. We may be forced by the weather to shut down entirely, in which case it would be necessary to request further extension.

A number of reasons have contributed to make the progress on this work much slower than we anticipated. We moved in our crushing plant and set it up as early in the spring as weather conditions permitted. We set up the plant on the Bittner ranch on a site selected and approved by Div. Engr. Bennett. Shortly after we started work we were forced to close down for about six weeks due to highw water in the pit which prevented our working. At this time the surfacing consisted of two courses of four inches thicknes each, the maximum size of material in both top and bottom courses being 1½inches; we were to complete the placing of the base course from each particular set-up before commencing the top course from that set-up.

When we had about one mile of base course in place it was decided by the Engineer that the pit did not contain sufficient fine material and that therefore a satisfactory road would not be secured. We were instructed to move to a site selected on the Rankin ranch. This move while being expensive, also caused us about a month's delay i n the production of material. At the same time it was decided to change the type of road which we were building. We were instructed to place only three inches of base of a maximum size of 1½ inches with the fines screened out, and to place 5 inches of top consisting entirely of fines material. In order to secure the material required it was necessary to close the crushers down very tight, thereby cutting down the output heavily. Eaen after closing the crusher as tightly as possible we were unable to secure enough material for the top to catch up with the base, and as a result, in order to complete the section of the road to be put in from this set up, it was necessary for us to waste about 1200 yards of base rock. Aside from being very expensive, this method of operating slowed down the progress of the work very materially. This change, however, secured for the State and County a very satisfactory road, we believe.

These changes and delays threw the work to be done from the third and last set-up in to the fall of the year. From September on rains in this section of the country have been unusually frequent. These rains have delayed us very seriously. The material in the pit is such that when it is a little damp it was almost impossible to put it through the crushers. Also the fine material due to its dampness, stays with the coarse and goes into the base, therby cutting down the quantity of the top and making the progress of the work much slower.

We believe thatunder the conditions as above outlined you would be justified in granting the extension requested with the understanding that if the weather prevents our finishing, we be allowed further time in which to complete.

We enclose the consent of the bonding company to the extension requested.

Thanking you for your favorable consideration, we beg to remain,

Yours very truly,

Clifton, Applegate & Toole.

By Geo. Clifton

jmc

PR 3d

November 17, 1920

Raley, Raley & Steiwer,
Pendleton, Ore.

Gentlemen:

This is to acknowledge your letter of the 12th., addressed to the Secretary of the Highway Commission to which was attached an additional affidavit and application evidencing the claim of the Walla Walla Concrete Pipe Company against Clifton, Applegate & Toole for material furnished in connection with the work being done by said contractors on the Pendleton-Cabbage Hill Section of the Oregon Trail.

This affidavit and notice of claim will be filed as requested by you.

The four copies of the contract which you requested, and which I asked the office force to prepare, will go in today's mail; our office force has been unusually busy and has been delayed a little in preparing these copies for you. I trust that the delay has not inconvenienced you in any way.

Yours very truly,

JMD:AF

Assistant Attorney General.

REFERRED TO
R A K
BY H. N.

J. H. RALEY
J. R. RALEY
FREDERICK STEIWER

H. J. WARNER

RALEY, RALEY & STEIWER
ATTORNEYS AT LAW
AMERICAN NATIONAL BANK BUILDING
PENDLETON, ORE.

November 6, 1920.

State Highway Commission,
Salem, Oregon.

Gentlemen:

We are writing to call your attention to the situation respecting the Pendleton-Cabbage Hill section of the Old Oregon Trail.

The records disclose that upon November 4, 1919, a contract was entered into between the State and the firm of Clifton, Applegate & Toole for the construction of this work in accordance with specifications described by your body. The work is now largely completed, the grading having been done by the partnership of Bain & Kidd.

Bain & Kidd are probably sub-contractors under Clifton, Applegate & Toole, although we are advised by the Secretary of the Commission that Clifton, Applegate & Toole did not obtain the consent of the State Engineer in letting any sub-contract upon this work, and we conceive that it is possible Bain & Kidd are merely agents for Clifton, Applegate & Toole.

Bain & Kidd owe somewhere around $16,000 on this job, their creditors being largely business men of Pendleton. Affidavits, applications and notices have been filed by a large number of these creditors with the Secretary of the Commission and with the Secretary of State, for the purpose of complying with the amended Act of 1917, and with the view of bringing action thereunder upon the bond furnished by Clifton, Applegate & Toole to the State.

We do not know that the State has an adverse interest in the matter, nor that it is in any way necessary to call the attention of the Commission to the matter, but we are doing so as a matter of courtesy to the members of the Commission and in order that the Commission may take such steps as it may deem proper for the protection of the interest of the State and of such other interests as may be involved.

If nothing intervenes the action upon the bond will be brought at an early date. The bigger part of the Pendleton creditors being represented by the undersigned firm.

Yours respectfully,

RALEY, RALEY & STEIWER,

By Frederick Steiwer.

cc
S Benson, Chairman
Yeon Bldg., Portland;
R. A. Booth, Eugene,
E. E. Kiddle, Island City,
Union Co., Oregon.

J. H. RALEY
J. R. RALEY
FREDERICK STEIWER

H. J. WARNER

RALEY, RALEY & STEIWER
ATTORNEYS AT LAW
AMERICAN NATIONAL BANK BUILDING
PENDLETON, ORE.

November 12, 1920

Secretary of State Highway Commission
Salem, Oregon

Dear Sir:-

Herewith please find enclosed additional affidavit and application evidencing claim against Clifton, Applegate & Toole on Pendleton-Cabbage Hill Section of Oregon trail. Kindly acknowledge receipt of same.

We have not yet received from your office the additional copies of contract of November 4, 1919, between State of Oregon and Clifton, Applegate & Toole. Will be greatly obliged to receive copies requested at your earliest convenience. No copy of contract will be necessary upon papers enclosed herein.

Yours truly,

RALEY, RALEY & STEIWER
By Frederick Steiwer.

STATE OF ~~OREGON~~ Washington)
County of ~~Umatilla~~ Walla Walla) ss.

AFFIDAVIT

I, L. F. Kline, being first duly sworn upon oath, depose and say: That I am manager of Walla Walla Concrete Pipe Co and that I make this affidavit on behalf of such corporation and as such manager; that upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the City of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between June 12, 1920 and Aug 27, 1920, both dates inclusive, said corporation furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the said corporation and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof

STATE OF ~~OREGON~~ Washington)
County of ~~Umatilla~~ Walla Walla) ss.

AFFIDAVIT

I, L. F. Kline, being first duly sworn upon oath, depose and say: That I am manager of Walla Walla Concrete Pipe Co and that I make this affidavit on behalf of such corporation and as such manager; that upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the City of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between June 12, 1920 and Aug 27, 1920, both dates inclusive, said corporation furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the said corporation and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said corporation, for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1919.

L. F. Kline

Subscribed and sworn to before me this 21st day of October, 1920.

Herbert C Bryson
~~Notary Public for Oregon~~
NOTARY PUBLIC FOR WASHINGTON, RESIDING
AT WALLA WALLA, IN SAID STATE.

My commission expires: Dec 20, 1920

APPLICATION FOR COPY OF CONTRACT AND BOND.

[illegible], The undersigned, ~~each for himself~~, does hereby make application to the Highway Comission of the State of Oregon for a certified copy of the contract entered into between the State of Oregon and Clifton, Applegate & Toole, a corporation, said contract covering the construction of the road known as the Pendleton-Cabbage Hill Section of the Oregon Trail. Said contract having been entered into upon November 4,1919; and I do hereby make application for a certified copy of bond furnished by said contract pursuant to said contract. This application is based upon the affidavits hereto attached and furnished herewith.

Dated ~~October~~ November 9, 1920.

Walla Walla Concrete Pipe Co.
By
Mngr.

November 13, 1920

Other Op

Raley, Raley & Steiwer,
Pendleton, Ore.

Gentlemen:

Your communication of November 5th., addressed to the State Highway Commission relative to certain claims against Clifton, Applegate & Toole has been handed to me for reply.

Complying with your request I am sending to you under separate cover four copies of the contract with Clifton, Applegate & Toole for the construction of the Pendleton-Cabbage Hill Section of the Oregon Trail; these copies have not been certified to, but should you need a certificate I will furnish it at any time you may call for the same.

You state in your letter that your application for these copies is made under Section 6266, L. O. L. as amended by Chapter 428, General Laws of Oregon for 1917. I take it that the amendment you have in mind is Chapter 248, Laws of 1917, instead of Chapter 428.

Any further information which the Commission is authorized to give I am sure will be gladly furnished upon request.

Yours very truly,

JMD:AF

Assistant Attorney General.

66

RALEY, RALEY & STEIWER
ATTORNEYS AT LAW
AMERICAN NATIONAL BANK BUILDING
PENDLETON, ORE. November 5, 1920

Secretary State Highway Commission,
Salem, Oregon.

Dear Sir:

We enclose you herewith applications for copy of bond and affidavits of claimants covering claims of the following named claimants under bond furnished by Clifton, Applegate & Toole, to-wit:

W.V.Freenaughty
Downeys Market
Dunham.Brownlow, Payne & Ross
Overland Sales Co.
B.L.Burroughs, Inc
Ramsdell & Davis
D.C.McNabb
T.H. Van Puynbiroek
Leo Whittock
D.C.Bowman
W.J.Gadwa
W.E.Brock
L.S.Senn
Van Petten Lumber Co.
Sturgis & Storie
Umatilla Flour & Grain Co.
H.W.Collins
Collins Flour Mills
Alexanders
Jack McNeil
Empire Meat Co.
R.F.Kirkpatrick
McClintock & Simpson
American National Bank
Robinson Minthorn

These applications and affidavits are enclosed in order to comply with the requirements of Sec. 6266 L.O.L. as amended by Chapter 428 of General Laws for 1917.

You will recall that you have already furnished us with one certified copy of the bond for W.J.Clarke whose application and affidavit was formerly filed with you. It will not be necessary for you to furnish us certified copies for each claimant. In order, however, that we may have copies sufficient so that we may attach one to each copy of complaint which we will serve upon the defendants, we will be greatly obliged if you will furnish us four additional copies, either with or without certificate.

Yours very truly,

RALEY RALEY & STEIWER

By Frederick Steiwer.

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, J.H.ROSS, being first duly sworn upon oath, depose and say: That I am a partner of the firm of Dunham, Brownlow, Payne & Ross and that I make this affidavit on behalf of such partnership and as such partner; that upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the city limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between April 27, 1920 and Sept. 21, 1920 both dates inclusive, said partnership furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the said partnership and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said partnership, for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon, for the year 1917.

J H Ross

Subscribed and sworn to before me this 26th day of October, 1920.

Notary Public for Oregon

My commission expires: MY COMMISSION EXPIRES JULY 25th, 1924

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, J. B. McCook, being first duly sworn upon oath, depose and say: That I am Vice President of the American National Bank, a corporation, and that I make this affidavit on behalf of such corporation and as such manager; that upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the city limits of the City of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that upon and between the 16th day of July and the 24th day of July, 1920, both dates inclusive, said corporation furnished and advanced money for payroll and to pay labor of men employed for the prosecution of the work upon said highway construction. That the said money so advanced is evidenced by three notes, respectively for $1000°°, $500°° and $500°°, said notes bearing interest at 8% per annum, less one credit of $234.98 paid on note of July 16th by payment July 28th. That it was agreed between the said banking corporation and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said banking corporation, for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon, for the year 1917.

JBMcCook

Subscribed and sworn to before me this 21st day of October, 1920.

Frederick Steiwer
NOTARY PUBLIC FOR OREGON

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, ROBINSON MINTHORN, being first duly sworn upon oath, depose and say: That upon November 4th, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between March 28th, 1920, and August 28th, 1920, both dates inclusive, I furnished camp ground for men and teams actually used in the construction of said road. That the said camp grounds were furnished and delivered to be used and same were used by Bain & Kidd, contractors, for camp ground for men and teams actually used in the construction of the said Highway. That it was agreed between me and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made therefor and was not promptly made; and I make this affidavit for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said Clifton, Applegate & Toole to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1917.

Robinson Minthorn

Subscribed and sworn to before me this 5th day of November, 1920.

Frank Steiwer
Notary Public for Oregon

My commission expires March 8, 1921

APPLICATION FOR COPY OF CONTRACT AND BOND.

~~We,~~ The undersigned, ~~each for himself~~, does hereby make application to the Highway Comission of the State of Oregon for a certified copy of the contract entered into between the State of Oregon and Clifton, Applegate & Toole, a corporation, said contract covering the construction of the road known as the Pendleton-Cabbage Hill Section of the Oregon Trail. Said contract having been entered into upon November 4, 1919; and I do hereby make application for a certified copy of bond furnished by said contract pursuant to said contract. This application is based upon the affidavits hereto attached and furnished herewith.

Dated October 24, 1920.

Portland Ore.

APPLICATION FOR COPY OF CONTRACT
AND BOND

We, the undersigned, each for himself does hereby make application to the Highway Commission of the State of Oregon for a certified copy of the contract entered into between the State of Oregon and Clifton, Applegate & Toole, a corporation, said contract covering the construction of the road known as the Pendleton-Cabbage Hill Section of the Oregon trail. Said contract having been entered into upon November 4, 1919; and I do hereby make application for a certified copy of bond furnished by said contract pursuant to said contract. This application is based upon the affidavits hereto attached and furnished herewith.

DATED October 21st, 1920.

Downey's Market
F M Downey Prop.
[illegible] Boynton Payne & Ross
By J H Ross
Overland Sales Co.
by H. L. Hedrick mgr.
[illegible]
Ramsdell & Davis
By L. B Ramsdell
[illegible] Mabb
[illegible] Van Puymbroeck
Leo Wittock
erican National Bank, Pendleton, Oregon.
By J M [illegible]
Robinson [illegible]

D. C. Bowman
[illegible]
W E Brock
F. S. [illegible]
Van Petten Lumber Co
Woodworth Mgr.
Sturgis & Stone by Wade Goodman
Umatilla Flour & Grain Co Inc [illegible] Sec Mgr
H W Collins
Collins Flour Mills
By H W Collins Prest
Alexander's
By H W Collins Prest
Jack McNeil
[illegible] Co.
By B. A. [illegible]
R P Kirkpatrick
McClintock & Simpson By L. A. McClintock

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, Wade Goodman, being first duly sworn upon oath, depose and say: That I am manager of Sturgis and Stone and that I make this affidavit on behalf of such corporation and as such manager; that upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the City of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between ____________________ and ____________________, both dates inclusive, said corporation furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the said corporation and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said corporation, for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1917.

Wade Goodman

Subscribed and sworn to before me this 21st day of October, 1920.

Frederick Steiwer.
Notary Public for Oregon

My commission expires: Nov. 18, 1921.

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, B H Greulich, being first duly sworn upon oath, depose and say: That I am a partner of the firm of EMPIRE MEAT ~~MARKET~~, Co. and that I make this affidavit on behalf of such partnership and as such partner; that upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the city limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between May 8,1920 and June 2,1920 both dates inclusive, said partnership furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the said partnership and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said partnership, for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon, for the year 1919.

B H Greulich

Subscribed and sworn to before me this 23rd day of October, 1920.

Notary Public for Oregon

MY COMMISSION EXPIRES JULY 25th, 1924

My commission expires:

AFFIDAVIT

STATE OF OREGON ;
; ss.
County of Umatilla ;

I, JACK McNEIL, being first duly sworn on oath, say: That upon November 4,1919, Clifton,Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the City of Pendleton, in Umatilla County,Oregon, and being seven and one half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between August 7,1920 and August 14,1920, both dates inclusive, I furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the undersigned affiant and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1917.

Jack McNeil

Subscribed and sworn to before me this 23rd day of October, 1920.

L J Warren
Notary Public for Oregon.

My commission expires:
Jan-20-1923

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, H W Collins, being first duly sworn upon oath, depose and say: That I am ~~manager~~ Prest of Alexander and that I make this affidavit on behalf of such corporation and as such manager; that upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the city limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between __________ and __________, both dates inclusive, said corporation furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the said corporation and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said corporation, for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon, for the year 1917.

H W Collins

Subscribed and sworn to before me this 21st day of October, 1920.

Frederick Steiwer
Notary Public for Oregon

My commission expires:
March 18, 1921.

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, H W Collins, being first duly sworn upon oath, depose and say: That I am Pres ~~manager~~ of Collins Flour Mills and that I make this affidavit on behalf of such corporation and as such manager; that upon November 4, 1919, Clifton, Applegate & Toole a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between ____________________ and ____________________, both dates inclusive, said corporation furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in theconstruction of the said Highway. That it was agreed between the said corporation and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said corporation, for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1917.

H W Collins

Subscribed and sworn to before me this 21st day of October, 1920.

Frank Steiner
Notary Public for Oregon

My commission expires:
March 18, 1921.

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, H W Collins, being first duly sworn upon oath, depose and say: That upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between ______ and ______, both dates inclusive, I furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the undersigned affiant and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by section 248 of the Session Laws of Oregon for the year 1917.

H W Collins

Subscribed and sworn to before me this 22 day of October, 1920.

Frank Steiner
Notary Public for Oregon

My commission expires:
March 28, 1921.

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, [illegible], being first duly sworn upon oath, depose and say: That I am manager of Umatilla Flour & Grain Co Inc and that I make this affidavit on behalf of such corporation and as such manager; that upon November 4th, 1919, Clifton, Applegate & Toole a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between ____________ ____________ and ____________, both dates inclusive, said corporation furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the said corporation and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said corporation for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1917.

Subscribed and sworn to before me this 21st day of October, 1920.

Notary Public for Oregon

My commission expires:

March 21, 1921.

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, F. S. Senn, being first duly sworn upon oath, depose and say: That upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between ~~April~~ January 10 1920 and April 27, 1920, both dates inclusive, I furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the undersigned affiant and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by section 248 of the Session Laws of Oregon for the year 1917.

H. S. Senn

Subscribed and sworn to before me this 22 day of October, 1920.

[illegible] Steiner
Notary Public for Oregon

My commission expires:
March 18. 1921.

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, W. J. Feenaughty, being first duly sworn upon oath, depose and say: Thgt I am manager of Feenaughty Machinery Co. and that I make this affidavit on behalf of such corporation and as such manager; that upon November 4, 1919, Clifton, Applegate & Toole a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between Mch 29, 1920 and Oct 29 1920, both dates inclusive, said corporation furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in theconstruction of the said Highway. That it was agreed between the said corporation and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said corporation, for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1917.

W. J. Feenaughty

Subscribed and sworn to before me this 29st day of October, 1920.

Arthur H Hand
Notary Public for Oregon

My commission expires: August 27-1921

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, W. E. Brock, being first duly sworn upon oath, depose and say: That I am manager of Taylor Hardware Company, a corporation and that I make this affidavit on behalf of such corporation and as such manager; that upon November 4, 1919, Clifton, Applegate & Toole a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between Dec 29-1919 and August 16-1920, both dates inclusive, said corporation furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in theconstruction of the said Highway. That it was agreed between the said corporation and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said corporation, for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1917.

W. E. Brock.

Subscribed and sworn to before me this 21st day of October, 1920.

Frank Steiner.
Notary Public for Oregon

My commission expires: March 18, 1921.

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, W J Gadwa, being first duly sworn upon oath, depose and say: That upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between ____________________ and ____________________, both dates inclusive, I furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the undersigned affiant and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by section 248 of the Session Laws of Oregon for the year 1917.

W J Gadwa

Subscribed and sworn to before me this 22nd day of October, 1920.

Frederick Steiwer
Notary Public for Oregon

My commission expires:
Mar. 18, 1921.

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, D. C. Bowman, being first duly sworn upon oath, depose and say: That upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between June 6, 1920 and July 31, 1920, both dates inclusive, I furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the undersigned affiant and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by section 248 of the Session Laws of Oregon for the year 1917.

D. C. Bowman

Subscribed and sworn to before me this 22 day of October, 1920.

Frederick Steiwer
Notary Public for Oregon

My commission expires:
Nov. 18. 1921.

STATE OF OREGON ;
; ss.
County of Umatilla ;

I, LEO WITTOCK, being first duly sworn on oath say: That upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the city limits of the City of Pendleton, in Umatilla County, Oregon, and being seven and one half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between the 1st day of July, 1920 and the 3rd day of July, 1920, both dates inclusive, I furnished groceries and meat for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the undersigned affiant and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1917.

Leo Wittock

Subscribed and sworn to before me this 29th day of October, 1920.

Notary Public for Oregon.

My Commission expires ______ MY COMMISSION EXPIRES JULY 25th, 1924

STATE OF OREGON ;
;ss.
County of Umatilla ;

I, T.H.VAN PUYNBIROEK, being first duly sworn on oath, say: That upon November 4,1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the city limits of the City of Pendleton, in Umatilla County, Oregon, and being seven and one half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between August 18,1920, and August 30,1920, both dates inclusive, I furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the undersigned affiant and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1917.

T.H. Van Puynbroeck

Subscribed and sworn to before me this 29th day of October, 1920.

Frederick Steiwer
Notary Public for Oregon.

My commission expires March 18, 1920.

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, L.B.RAMSDELL, being first duly sworn upon oath, depose and say: That I am a partner of the firm of RAMSDELL & DAVIS and that I make this affidavit on behalf of such partnership and as such partner; that upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the city limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between July 1,1920 and August 30,1920 both dates inclusive, said partnership furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the said partnership and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said partnership, for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon, for the year 1917.

L B Ramsdell

Subscribed and sworn to before me this 27 day of October,1920.

J H Raley
Notary Public for Oregon

My commission expires:
Nov 8th 1921

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, B. L. BURROUGHS, being first duly sworn upon oath, depose and say: That I am manager of B. L. Burroughs, Inc., and that I make this affidavit on behalf of such corporation and as such manager; that upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the City of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between December 31, 1919, and June 16, 1920, both dates inclusive, said B. L. Burroughs, Inc. furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the said corporation and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said corporation, for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1917.

B L Burroughs

SUBSCRIBED and sworn to before me this 25st day of October, 1920.

Frederick Steiwer
Notary Public for Oregon
My commission expires Mch 18, 1921.

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, H.L. Hedrick, being first duly sworn upon oath, depose and say: That I am manager of OVERLAND SALES CO. and that I make this affidavit on behalf of such corporation and as such manager; that upon November 4, 1919, Clifton, Applegate & Toole a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that upon April 5, 1920 and __________, both dates inclusive, said corporation furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in theconstruction of the said Highway. That it was agreed between the said corporation and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said corporation, for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1917.

H.L. Hedrick

Subscribed and sworn to before me this 21st day of October, 1920.

J H Raley
Notary Public for Oregon

My commission expires:
Mar 8 1920

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, F. M. Downey, being first duly sworn upon oath, depose and say: That I am proprietor & owner ~~manager~~ of DOWNEY'S MARKET ~~and that I make this affidavit on behalf of such corporation and as such manager;~~ that upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the city limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between February 5, 1920 and May 5, 1920, both dates inclusive, I ~~said corporation~~ furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between me ~~the said corporation~~ and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on ~~behalf of said corporation~~, for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon, for the year 1917.

F. M. Downey

Subscribed and sworn to before me this 2nd day of October, 1920.

J R Raley
Notary Public for Oregon

My commission expires:

STATE OF OREGON ;
; ss.
County of Umatilla ;

I, R.F.KIRKPATRICK, being first duly sworn on oath, say: That upon November 4,1919, Clifton,Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the City of Pendleton, in Umatilla County,Oregon, and being seven and one half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that on april 2,1920 ~~and~~ xxxxxxxxxxxxxxxxxxxxxx ~~both dates inclusive~~, I furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the undersigned affiant and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1917.

R. F. Kirkpatrick

Subscribed and sworn to before me this 22 day of October, 1920.

Notary Public for Oregon.

My commission expires: Jan-30-1923

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, L. A. McClintock, being first duly sworn upon oath, depose and say: That I am manager of McCLINTOCK & SIMPSON and that I make this affidavit on behalf of such corporation and as such manager; that upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the City of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between Dec. 31, 1919 and Feb. 17, 1920, both dates inclusive, said corporation furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the said corporation and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said corporation, for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1917.

L. A. McClintock

Subscribed and sworn to before me this 21st day of October, 1920.

Notary Public for Oregon

My commission expires: Jan. 20. 1923

STATE OF OREGON ;
; ss.
County of Umatilla ;

I, D. C. McNabb, being first duly sworn on oath, say: That upon November 4,1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the City of Pendleton, in Umatilla County, Oregon, and being seven and one half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between May 3,1920 and July 22,1920, both dates inclusive, I furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the undersigned affiant and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1919.

D. C. McNabb

Subscribed and sworn to before me this 27th day of October, 1920.

Frank [illegible]
Notary Public for Oregon.

My commission expires:
Mar. 18. 1921.

STATE OF OREGON)
: ss.
County of Umatilla)

AFFIDAVIT

I, J.C. WOODWORTH, being first duly sworn upon oath, depose and say: That I am manager of VAN PATTEN LUMBER CO. and that I make this affidavit on behalf of such corporation and as such manager; that upon November 4th, 1919, Clifton, Applegate & Toole a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the city of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between February 5 1920 and August 27, 1920, both dates inclusive, said corporation furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the said corporation and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit on behalf of said corporation for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1919.

Van Patten Lumber Co.
J. C. Woodworth Mgr.

Subscribed and sworn to before me this 21st day of October, 1920.

Notary Public for Oregon

My commission expires:
Mar. 18, 1924.

NOTED
C. C. KELLEY

LA GRANDE, OREGON,
November 3, 1920.

RECEIVED
NOV 5 1920

30 PA-

Noted H. N.

Clifton, Applegate & Toole,
Pendleton, Oregon.

Dear Sirs:

I made an inspection of the graveling of the Pendleton-Cabbage section on October 22nd. I observed that the work was progressing very slowly, and there is small likelyhood of your completing this season unless proper attention is given to organization and methods. I would appreciate your early attention to this matter.

It will be necessary for you to apply for an extension of your contract, which has already been extended from June 30, 1920 to September 30, 1920, stating your reasons why this extension is necessary. It would seem to me that the former extension gave ample time to complete this job, which is only 7 1/2 miles in length. Kindly give this matter your early attention and advise me your plans on this work immediately.

Very respectfully,

RH Baldock

RHB/V

Division Engineer.

cc Herbert Nunn.

October 29, 1920

Pendleton College Hill

Mr. W. Bollons, Supt.,
O. W. R. & N. Company,
La Grande, Oregon.

Dear Sir:

Receipt of your letter of October 27th, 1920, addressed to our Division Engineer, Mr. R. H. Baldock at La Grande, is acknowledged.

On our Engineer's recommendation we are approving this improvement and division of cost.

You may consider this letter your authority to bill us when the work is done for one-half of the cost, which is estimated to be $270.00 based on the total estimated cost of $540.00.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAX:LM

cc. Mr. R. H. Baldock, Division Engineer, La Grande, Oregon.

October 29, 1920

Pendleton Cottage Hill

Mr. W. Bollons, Supt.,
O. W. R. & N. Company,
La Grande, Oregon.

Dear Sir:

Receipt of your letter of October 27th, 1920, addressed to our Division Engineer, Mr. R. H. Baldock at La Grande, is acknowledged.

On our Engineer's recommendation we are approving this improvement and division of cost.

You may consider this letter your authority to bill us when the work is done for one-half of the cost, which is estimated to be $270.00 based on the total estimated cost of $540.00.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAX:LM

cc. Mr. R. H. Baldock, Division Engineer, La Grande, Oregon.

ORTLAND, CHAIRMAN
BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER
HANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

~~PENDLETON~~ LA GRANDE,
OCTOBER 26, 1920.

OCT 28 1920

In re: 30 PA- Culverts.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

ANSWERED
ROY A. KLEIN

Dear Sir:

I am inclosing letter of W. Bollens, Supt. O. W. R. & N. Co. relative to installation of corrugated iron culvert under railroad track on the Pendleton-Cabbage Hill section near Mission; also copy of letter from Mr. Bennett, which is self explanatory. You will note that Mr. Bennett infers that Highway Commission will bear a portion of the costs and in view of the circumstances I would recommend acceptance of Mr. Bollens proposal wherein the Highway Bommission will pay 50 per cent of the cost of installation, amounting to approximately $270. I am more or less familiar with the circumstances on the ground, and the railroad company have no need of the culvert up to the present time, and would be able to get along without the same under the present conditions, but as explained by Mr. Bennett in his letter of August 25th, in order to get good drainage on the Highway location it was imperative that this culvert be constructed.

Please advise me at once if this proposal is acceptable to you.

Very respectfully,

R H Baldock

Division Engineer.

RHB/V

Inclosures.

ORTLAND, CHAIRMAN
BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

~~PENDLETON~~ LA GRANDE,
OCTOBER 26, 1920.

OCT 28 1920

In re: 30 PA- Culverts.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

ANSWERED
ROY A. KLEIN

Dear Sir:

I am inclosing letter of W. Bollens, Supt. O. W. R. & N. Co. relative to installation of corrugated iron culvert under railroad track on the Pendleton-Cabbage Hill section near Mission; also copy of letter from Mr. Bennett, which is self explanatory. You will note that Mr. Bennett infers that Highway Commission will bear a portion of the costs and in view of the circumstances I would recommend acceptance of Mr. Bollens proposal wherein the Highway Commission will pay 50 per cent of the cost of installation, amounting to approximately $270. I am more or less familiar with the circumstances on the ground, and the railroad company have no need of the culvert up to the present time, and would be able to get along without the same under the present conditions, but as explained by Mr. Bennett in his letter of August 25th, in order to get good drainage on the Highway location it was imperative that this culvert be constructed.

Please advise me at once if this proposal is acceptable to you.

Very respectfully,

R H Baldock

RHB/V

Division Engineer.

Inclosures.

CIFIC SYSTEM
ington Railroad & Navigation Co.

Office of Supt.

xxxxxxxxxx LA GRANDE,
OCTOBER 27, 1920.

Copy

Oregon State Highway Engineer,
La Grande, Oregon.

Dear Sir:

We have had some correspondence with your office relative to installing a culvert under the railroad track near mile post ~~32~~ 232, just east of Mission. This in order to avoid having the spring run off flood your road which parallels our track for some distance near this point.

The railroad officials have decided to install a double 30 inch corrugated iron pipe culvert with concrete head and tail walls, providing the State highway people will pay one half of the expense. The estimated cost of this is $540.00.

Kindly advise me what we may expect, at your earliest convenience as the Portland Officials are wiring for ~~mhfxx~~ information on this.

Yours truly,

W. BOLLONS,

Superintendent.

28 1920
NEER

C O P Y

Pendleton, Ore., Aug. 25, 1920.

30 PA

Subject: Drainage one mile
east of Mission.

Copy

Mr. M. J. Buckley, Gen. Supt.,
Wells Fargo Building,
Portland, Oregon.

Dear Sir:

I write, please, in connection with the proposed change in stream course at a point on your tracks about one mile east of Mission. This matter was taken up with your Mr. Williams, Division Engineer, and I understand has been referred to you for action. The reason we desire to know about same at this time is that the grading contractor on the Pendleton-Cabbage Hill section of the Old Oregon Trail will finish in a short time. For your information will say that the stream coming down from Cabbage Hill at right angles to the railroad now has its course turned, following the highway westerly and to the south of your tracks, xxxxx crossing under same west of Mission. Owing to the condition of the stream paralleling our highway, we should like to have you consider the proposition of cattying stream in a straight course northerly under your tracks and into the Umatilla river.

Most any arrangement regarding cost of this work will be agreeable to us, and it is probable we will be more benefitted than your company, but believe it to be of advantage to your roadbed also. Will be pleased to have your opinion on this matter at an early date.

Thanking you in advance, I am

Very respectfully,

MANCE O. BENNETT,

MOB/B Division Engineer.

cc Jones.

October 25, 1920

Other Of

Raley, Raley & Steiwer,
Pendleton, Ore.

Gentlemen:

I have made inquiry of the Highway Department, and am advised that Clifton, Applegate & Toole did not obtain the written consent of the engineer to the sub-letting of a portion of their contract to Bain & Kidd.

In response to your request of October 21st., 1920, I am forwarding you, by today's mail, a certified copy of the contract and bond with Clifton, Applegate & Toole.

Yours very truly,

JMD:AF Assistant Attorney General.

J. H. RALEY
J. R. RALEY
FREDERICK STEIWER

H. J. WARNER

RALEY, RALEY & STEIWER
ATTORNEYS AT LAW
AMERICAN NATIONAL BANK BUILDING
PENDLETON, ORE.

October 21st, 1920

Secretary of the State Highway Commission,
Salem, Oregon

Dear Sir:-

We refer to our letter to you of October 16th.

Writing you further in reference to the same matter we would like to have your advice as to whether or not Clifton, Applegate & Toole obtained the written consent of the engineer to sublet a portion of the contract referred to to Bain & Kidd. The consent referred to being that required under the title "sub-letting" on page 2 of the contract.

We find that we will need a copy of the contract and of the bond furnished by Clifton, Applegate & Toole. We are, therefore, enclosing to you herewith an application for copy of same on behalf of one of the claimants together with the affidavit of such claimant as required by Section 6266 L.O.L. as same is amended by Chapter 248 of the general laws of 1919.

Yours very truly

RALEY, RALEY & STEIWER

By Frederick Steiwer

APPLICATION FOR COPY OF CONTRACT AND BOND

I, the undersigned, W. J. CLARKE, do hereby make application to the Highway Commission of the State of Oregon for a certified copy of the contract entered into between the State of Oregon and Clifton, Applegate & Toole, a corporation, said contract covering the construction of the road known as the Pendleton-Cabbage Hill Section of the Oregon trail. Said contract having been entered into upon November 4, 1919; and I do hereby made application for a certified copy of bond furnished by said contract pursuant to said contract. This application is based upon the affidavit hereto attached and furnished herewith.

DATED October 21st, 1920.

W J Clarke

AFFIDAVIT

STATE OF OREGON)
: ss.
County of Umatilla)

I. W. J. CLARKE, being first duly sworn upon oath, depose and say: That upon November 4, 1919, Clifton, Applegate & Toole, a corporation, entered into a contract with the State of Oregon for the construction of a certain highway commonly known as the Pendleton-Cabbage Hill Section of the Oregon Trail, same being located in an Easterly direction from the City limits of the City of Pendleton, in Umatilla County, Oregon, and being seven and one-half miles in length. That the construction of the work required under said contract has been done and is being done under the direction of the State Highway Commission of the State of Oregon; and that between January 5th, 1920, and July 26th, 1920, both dates inclusive, I furnished materials and supplies for the prosecution of the work upon said highway construction. That the said materials were furnished and delivered to be used and same were used in the construction of the said Highway. That it was agreed between the undersigned affiant and the said contractor that payment for same should be made in a reasonable time and that such payment has not been made thereof and was not promptly made; and I make this affidavit for the purpose of procuring from the State of Oregon a certified copy of the said contract and of the bond given by said contractor to insure the performance of said contract, all as required by Section 248 of the Session Laws of Oregon for the year 1919.

W. J. Clarke.

Subscribed and sworn to before me this 21st day of October, 1920.

Frank Haines.

Notary Public for Oregon

My commission expires:

Mar. 18. 1921.

October 21, 1920

P. R. 30

Messrs. Raley, Raley & Steiwer,
Attorneys at Law,
Pendleton, Oregon.

Gentlemen:

The purpose of this letter is to advise you more fully in answer to your telegram as to the surety on the Clifton, Applegate & Toole contract for the construction of the Pendleton-Cabbage Hill Section of the Old Oregon Trail.

We find on examination of the bond that it was written by the National Surety Company and signed by James O. Brown, Resident Vice-President and F. S. Jones, Resident Assistant Secretary, and we presume that this is written in Spokane, the home office of the contractors although we are not certain on this point. Also we are not definitely certain of the signatures, but these appear to be the names although the initials may be incorrect.

The Portland agent for the National Surety Company is Edward F. Welch, Corbett Building, Portland.

Yours truly,

Secretary.

RAK:LM

PR
38

October 20, 1920

Raley, Raley & Steiwer,
Pendleton, Ore.

Gentlemen:

Your letter of the 16th., addressed to the State Highway Commission concerning the unpaid claims of Bain & Kidd, sub-contractors of Clifton, Applegate & Toole, has been handed to me for reply.

Answering your inquiries you are advised that:

(1) The name of the surety is, National Surety Company. Portland, Oregon, amount of bond $50,860.50.

(2) Your attention is directed to the case of Multnomah County vs. U. S. Fidelity & Guarantee Co., reported in 180 Pac., 104, wherein the Supreme Court of this State has held that persons furnishing labor or material to a sub-contractor are protected by the bond given by the original contractor.

(3) Answering your third inquiry your attention is directed to Chapter 61, Laws of Oregon for 1913, wherein it is provided in Section 2 that any person who has supplied labor or material is authorized to institute an action against the contractor for his sureties on his own relation, but in the name of (in this case) the State of Oregon for his own use and benefit.

If we can furnish you further information we shall be glad to do so.

Yours very truly,

JMD:AF

Assistant Attorney General.

J. H. RALEY
J. R. RALEY
FREDERICK STEIWER
H. J. WARNER

RALEY, RALEY & STEIWER
ATTORNEYS AT LAW
AMERICAN NATIONAL BANK BUILDING
PENDLETON, ORE.

October 16th, 1920

Secfetary of State Highway Commission
Salem, Oregon

Dear Sir:-

On November 4th, 1919, a contract was entered into between the State and the firm of Clifton-Applegate & Toole for the construction of the Pendleton Cabbage Hill section of the Oregon trail. This road embraces 7½ miles lying immediately East of Pendleton. Clifton-Applegate & Toole sublet the grading on this road to Bain & Kidd who, we understand, were not required to give any bond of any kind. Bain & Kidd have run badly behind on this job: same is now about completed. Their indebtedness outstanding in Pendleton is something around \$16000^{00} for which sum we believe they are not financially responsible. We are advised that the bond accepted from Clifton-Applegate & Toole contains a provision that the bondsman is bound to see that its principal Clifton-Applegate & Toole shall "promptly pay all laborers, mechanics, sub-contractors and material men and all persons who shall supply such laborers, mechanics or sub-contractors with material, supplies or provisions for carrying on such work, and all just debts, dues and demands incurred in the performance of such work."

The local creditors of Bain & Kidd may desire to proceed against the surety. Will you do us the courtesy:

1. To advise us the name of the Surety;

2. To advise whether or not any surety heretofore has been required to respond upon the unpaid claims of a sub-contractor;

3. And also whether or not in case of necessary litigation actions have been brought by the State of Oregon for and on behalf of the creditors of the sub-contractor.

The creditors to whom we refer are all reputable business men and have no desire to place any difficulties in the road of the State Highway Commission. We are assuming that it is the policy of the Commission to require contractors or sub-contractors to pay all just bills, and that we will have the co-operation of the Commission so far as such co-operation may be necessary. When you write, will you kindly advise in a general way what the attitude of the Commission may be?

Thanking you for your courtesy in this regard, we are,

Yours very truly,
RALEY RALEY & STEIWER
By Frederick Steiwer

October 12th, 1920.

Clifton, Applegate & Toole,
Hutton Bldg.,
Spokane, Wash.

File 30-PA

Gentlemen;

We are mailing you herewith voucher in the amount of $ 1,318.09 for work to Sept. 21st, 1920 on the Pendleton-Cabbage Hill Section.

We are very sorry for the delay in getting this out to you and wish to thank you for your letter of the 6th calling to our attention the error on the detailed estimate sent you.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by L. E. Parsons.
ET
Enc.

TE, VICE PRES.
OOLE, SEC. & TREAS.

INCORPORATED

HUTTON BUILDING
SPOKANE, WASH.

ANACONDA, MONTANA

CLIFTON, APPLEGATE & TOOLE
RAILROAD CONTRACTORS

Spokane, Wash., October 6, 1920.

RECEIVED
OCT 7 1920
[illegible] ENGINEER

Mr. Herbert Nunn, State Highway Engineer,
Salem, Oregon.

Dear Sir:

We received in this morning's mail quantity sheets covering monthly estimate for Contract No. 236 Estimate No. 12, Job Prefix No. 30 P. A. and for work done to Sept. 21, 1920. On these sheets there is the following notation: " No payment less than $500.00".

Apparently some one has errored as you will find by referring to these sheets that there is due us payment on 17.04 cu yds Class "C" Concrete and 525 cu yds Crushed Gravel.

We trust that you investigate this at once and get this estimate fixed up and send us the money sheet so that we can execute same return it to you and get our money at the earliest possible date.

Yours very truly,

CLIFTON, APPLEGATE & TOOLE

GDL.

By GDLyon

State Highway Engineer,

By

Office Engineer.

Dictated by H. B. Glaisyer,
ET

October 5, 1920.

Mr. Paul A. Jones,
Resident Engineer,
Pendleton, Oregon.

File 30 PA

Dear Sir:

As per your request of Sept. 30th we are enclosing a statement showing the Engineering costs on the grading of the Cabbage Hill - Kamela Section, 30 GA, and the Pendleton - Cabbage Hill Project, 30 PA.

The statement includes the costs shown on our books up to and including October 4th, 1920.

Acct. No.	Item	30 GA	30 PA
341	Salaries	$ 5,669.07	$ 5,844.95
342	Board & Lodging	904.93	21.00
343	Transportation	245.02	76.97
344	Automobile Operation & Upkeep	729.20	628.56
345	Engr. Supplies & Equipment	338.84	109.44
346	Rental of Quarters & Camp Expense	43.81	199.80
347	Advertisement of Bids & Cost of Plans	57.88	14.62
348	Testing Materials	-	.85
349	Miscellaneous Charges	13.67	9.24
	Total	$8,002.42	$ 6,905.45

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by H. B. Glaisyer,
ET

penses PA- 30GA.

REGON STATE HIGHWAY COMMISSION

Pendleton, Ore
Sept 30 -20

Mr Herbert Nunn

Dear Sir!

Will you please send me the total of engineering expenses to date on both 30PA and 30GA.

Very Resp'y
Paul A. Jones

RECEIVED
OCT 1 1920
[illegible] ENGINEER

ANSWERED
H B. G.

C

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore.F.A.38.

POST OFFICE BUILDING,
PORTLAND, OREG.

September 25, 1920.

State Highway Commission,
Salem,
Ore.

Gentlemen:-

Your letter of September 21, 1920, received regarding substitution of masonry headwalls on Oregon Federal Aid project No. 38.

We are advised that concrete headwalls have been and are now being constructed on this project as shown on the plans and estimates heretofore approved. In fact the August 20th estimate prepared by the resident engineer shows some Class "C" concrete as having been constructed at that time.

The question as to whether such a change, if made, should be covered by a "revised estimate"or by an "altered estimate" will be discussed in a subsequent letter, but if our information is correct and concrete is being constructed you will probably not desire a revision of the estimate.

Yours very truly,

C L McK

Acting District Engineer.

August 25, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

P. R. - 38

Dear Sir;

Herewith we are sending you four copies of voucher in the amount of $4,747.61, covering work done from July 7th tp August 6th, 1920, on the Pendleton-Cabbage Hill Section, Oregon Federal Aid Project No. 38.

Very truly yours,

850

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. W. DeSouza,
BT
Enc.

July 23, 1920.

P. R. 38.

Mr. Paul Jones,
402 Tustin Street,
Pendleton, Oregon.

Dear Sir:

We are in receipt today of an abrasion report on four samples of rock submitted by you to Dr. Lasell's laboratory. The reason why these samples were sent to Dr. Lasell instead of our own laboratory is not evident. Unless there is some special reason, of course, all samples should be sent to our own testing laboratory, 1240 State Street, Salem.

Very truly yours,

State Highway Engineer.

RAK:HI

cc M. O. Bennett
K. S. Hall

PB
3

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

Cabbage Hill - Deadman's Pass

Corrected report with station number.

July 22, 1920

1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

I report the Deval abrasion test of 4 samples of rock submitted by Paul A. Jones, Resident Engineer, as follows:

Laboratory No.	14632	14633	14634	14635
H D	3501	3502	3503	3504
Station Number	494+00	693+00	855+00	1027+00
Weight before test	5000 gr.	5000	5000	5000
Weight after test	4772	4717	4232	3987
Dust passing #16 sieve	228	283	768	1013
Per-cent of loss	4.5%	5.6%	15.3%	20.2%

Laboratory No. 14632 - This is the best rock of the 4 samples. This rock, however, is brittle and belongs to that class of basalts high in iron which resists the action of water rather poorly.

Laboratory No. 14633 - This rock is the second best but is much softer than sample #14632. It belongs to the same class of basalts.

Laboratory No. 14634 - This rock is aspongy basalt containing many large cavaties. While it packs very well under traffic it wears down and cuts through rapidly. In my opinion it is not suitable for use in road work.

Laboratory No. 14635 - This rock is similar in characteristics to #14634, except that it is much softer. This is the poorest of the 4 samples submitted.

Respectfully submitted,

EWLazell

EWL/S
Report in duplicate
CC - M. O. Bennett - P. A. Jones.

July 20, 1920.

P. R. #38.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are sending you four copies of voucher in the amount of $ 6,437.93, covering work done from June 7th to July 6th, 1920, on the Pendleton-Cabbage Hill Section, Oregon Federal Aid Project No. 38.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

140

By

Office Engineer.

Dictated by J. W. DeSouza.
ET
Enc.

July 3, 1920.

P. R. - 38

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing four copies of voucher in the amount of $9,367.64, covering work done to June 6th on the Pendleton - Cabbage Hill Section Oregon Federal Aid Project No. 38.

Very truly yours,

J 37

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dictated by J. W. DeSouza.
ET
Enc.

June 10, 1920.
File: P.R. No. 38

Mr. M.O.Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

Reference is made to your letter of April 21st, in regard to the use of cemented gravel in the surfacing of the Pendleton-Cabbage Hill Section. It is our understanding that since this letter was written, a satisfactory gravel pit has been located, and we are therefore assuming that no action is required along the lines outlined in your letter. If this is not the case, kindly advise at once.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SRB-[illegible]

May 28, 1920

P. R. 38

Clifton, Applegate & Toole,
Hutton Building,
Spokane, Washington.

Gentlemen:

We are in receipt of your application for an extension of time on the grading and macadamizing of the Pendleton-Cabbage Hill Section of the Old Oregon Trail in Umatilla County, and also for an extension on the Echo-Pendleton Section of the Columbia River Highway in Umatilla County.

It is our usual practice to secure the endorsement of the surety company to these extensions and we are accordingly returning the same to you with the request that they be endorsed by the surety companies.

Yours truly,

Secretary.

RAK:LM

April 24, 1920

File: P.R. No. 38

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith, we are enclosing four copies of voucher on the Pendleton-Cabbage Hill Section, Oregon Federal Aid Project No. 38 in the amount of $4,697.05.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Asst. Office Engineer.

JWD-[illegible]

FORM 4A 1M-4-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
E. J. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR
38 Gravel Pits
Pendleton-Cabbage Hill

PENDLETON, Apr. 21-20

Mr. Herbert Nunn
State Highway Engr.

RECEIVED
APR 23 1920
STATE HIGHWAY ENGINEER

Dear sir:—

Clifton Applegate & Toole, contractors have started graveling work on the Pendleton-Cabbage Hill Section - Old Or. Trail. They installed plant without properly prospecting depth of material in pit which is river bar.

Suitable material is only four feet in depth - then boulders are encountered. They are looking for another pit. No good river bar pits seem to be available. The only good material in sight at present is cemented gravel. It will require drilling & shooting to quarry same. The bid was on crushed gravel. When proposal was prepared we thot that ample supply of good gravel bar material was available.

The contractor wishes to know if the State will help on the extra cost if he finds it necessary to take the cemented gravel. (more prospecting will be done on gravel bars.) I have told him if he fails to find gravel bar material suitable to us, that I would recommend to you that we cooperate in securing the cemented gravel.

My proposal would be as follows: Contractor to move plant at his expense. State to pay for necessary drilling and powder for quarrying cement gravel. Pay haul to be figured

[illegible] to install recording
[illegible] if found necessary.
[illegible] be figured from
[illegible] same can be used
[illegible] and any top layer
[illegible] Recording equipment
[illegible] estimated at the
[illegible] were in a
[illegible] contractor
[illegible] work.

Should like to hear from you regarding the
[illegible] opening
[illegible] and will
be just as [illegible] believe.

Yours resp'tly.
Maude C. Bennett

ANSWERED
H. Probert

April 5, 1920.

File: P.R. No. 28

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

Herewith we are enclosing a copy of quantity summary which we have prepared in accordance with the quantities shown on the Project Plans submitted to the Office of Public Roads. These quantities should be substituted for the ones shown in the original contract.

Will you kindly forward this to the Resident Engineer with your instructions.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer.

JWD-[illegible]

April 2, 1920
File: P.R. No. 38

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith, we are enclosing four copies of voucher on the Pendleton-Cabbage Hill Section, Oregon Federal Aid Project No. 38, in the amount of $7,975.25.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JWD-MM

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

March 19, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND OREGON

The project agreement and certificate to cover Oregon project No. 38 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

Assistant in Road Management.

Sent Co. op Or
[illegible]

Enclosures.

leb-mss

Form P. R. I. 2
State Oregon
Project No. 38

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of March 1920,

by and between the State Highway Commission of Oregon

~~constituting~~

~~for the purpose hereof, the Highway Department of the State of~~

hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 15th day of October 1919 a project statement, which was approved by the Secretary on the 27th day of December, 1919 for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 31st ~~27th~~ day of January ~~December~~, 19~~19~~ 20, and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

fifty-three thousand, nine hundred and sixty-three and 49/100

dollars ($53,963.49) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

~~* (a) By the State Sale of Bonds authorized by Legislature under~~
By act of the Legislature of (date

~~Chapter 175, Laws of 1917, to meet Federal Aid offered.~~
and citation), appropriating dollars.

* (b) By the County of Umatilla
By tax levy or bond issue authorized by act of.......................(date and citation).

by resolution dated January 3, 1920.

* (c)

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 0/00 at east city limits of Pendleton, and survey station 397/44.2, at foot of Cabbage Hill

terminal points, a distance of 7.54 miles, known locally as the Old Oregon Trail, Pendleton-Cabbage Hill Section, Umatilla County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of fifty-three thousand, nine hundred and sixty-three and 49/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of One hundred and seven thousand, nine hundred and twenty-six and 98/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been~~ constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ....

....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... of ....
(State or county.) (Name.)

~~(Strike out if not appropriate.)~~

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer, Salem, Oregon
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** (State or county.) of **Oregon** (Name.) of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

RESOLUTION.

In view of the fact that the State Highway Commission was authorised by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorised to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorised to set aside sufficient funds from the one-quarter mill tax for the maintenance of State highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all State roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the State assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any Federal Act providing for cooperative road construction, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

~~payment to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit:~~ .... (Include reference to statute making .... appropriation and probable amount annually available.)

~~The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit:~~ ....

~~(Strike out if not appropriate.)~~

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the ~~27th~~ 31st day of ~~December~~ January, 19~~19~~ 20

State Highway Commission of Oregon.
(Official title of Highway Department.)

By S Benson
Chairman, State Highway Commission.
(Title of officer.)

By R A Booth
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By Ed E Kiddle
Member, State Highway Commission.
(Title of officer.)

By ....
(Title of officer.)

By ....
(Title of officer.)

By ....
(Title of officer.)

[SEAL.]

D. F. Houston
Secretary of Agriculture.

Form No. PR. 1. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 0/00 at east city limits of Pendleton, to survey station 397/44.2 at foot of Cabbage Hill locally known as the Old Oregon Trail, Pendleton-Cabbage Hill Section, Umatilla County and designated in the records of this Department as Project No. 38, State of Oregon.

Second. That in accordance with said section 6 I have approved the sum of $107,926.98 as the total estimated cost of said project, and the sum of $53,963.49 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this ~~27th~~ 31st day of ~~December~~ January one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

E. T. Meredith
Secretary of Agriculture.

Form 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

30 v W.

Section Old Oregon Trail
Pendleton-Cabbage Hill

Date March, 19

Week from Feb 28 **to** March 6

Highway Old Oregon Trail

Job Prefixes -
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Umatilla

Survey will be completed about

Number in party 5

Camp location Pendleton

Mail address Pendleton

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Pouring of Concrete for th box culvert began March 6

A.L. Cox was transferred to E.M. Knatvoldt at Condon March 6

Marcus May began work as computer- March 5.

The frost is nearly all gone and grading on the first two miles will be completed in about 10 days, with exceptions of two rock cuts.

Signed Paul A. Jones

Title Res. Eng.

February 24, 1920.
File : P. R. No. 38

Mr. Paul A. Jones,
Pendleton, Oregon.

Dear Sir:

We have your letter of February 20th with reference to the overhaul quantities in connection with your January 20th estimate for the Pendleton-Cabbage Hill Section. The estimate voucher covering this estimate has already been made up and is now being put through for payment, showing 2,500 cubic yards stations of overhaul as per our recent letter. It will be necessary, therefore, that on your next monthly estimate you show the previous quantities as 2,500 cubic yard stations. In this manner, the matter will automatically take care of itself.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

FORM 4 10M-8-19

5

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 34

30 P.A.
Umatilla Co.

Pendleton, Ore
Feb 20 '20

Mr Herbert Nunn
State Highway Eng.

Attention: Office Eng.

Subject: Correction of Estimate for Jan. '20.

The total overhaul should be 1000 sta. yds. instead of 2500 sta. yds. as you have shown it. The amount was changed from 2500 to 1000; and in making the change it is evident that I failed to make the change of the itemized amount between sta's 59-70.

Hoping this reaches you in time to make the correction, I remain

Very Resp'y
Paul G. Jones

ANSWERED
S. H Probert

RECEIVED
FEB 23 1920

[illegible]

February 16, 1920.

File: P. R. 38

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We are returning unsigned, the project agreement form just received covering the grading of the Pendleton-Cabbage Hill Section in Umatilla County, Federal Aid Project No. 38. We note that in this agreement, you have shown the State's share of cooperation as being provided for from State funds, whereas all of the State's share of cooperation is to be provided by Umatilla County, in accordance with resolutions passed by the County Court, copies of which have already been supplied your office. Inasmuch as these agreements have already been signed by the Secretary of Agriculture, we do not wish to take upon ourselves the making of this change in the agreement, and particularly in view of the fact that we would not be able to secure the signatures of the State Highway Commission at this time.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

Cross Sections

FORM 4 10M-6-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. [illegible]OMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

30 PA

Pendleton, Oreg.
Jan 20

RECEIVED
JAN 8 - 1920
STATE HIGHWAY

Mr Herbert Nunn

Dear Sir:

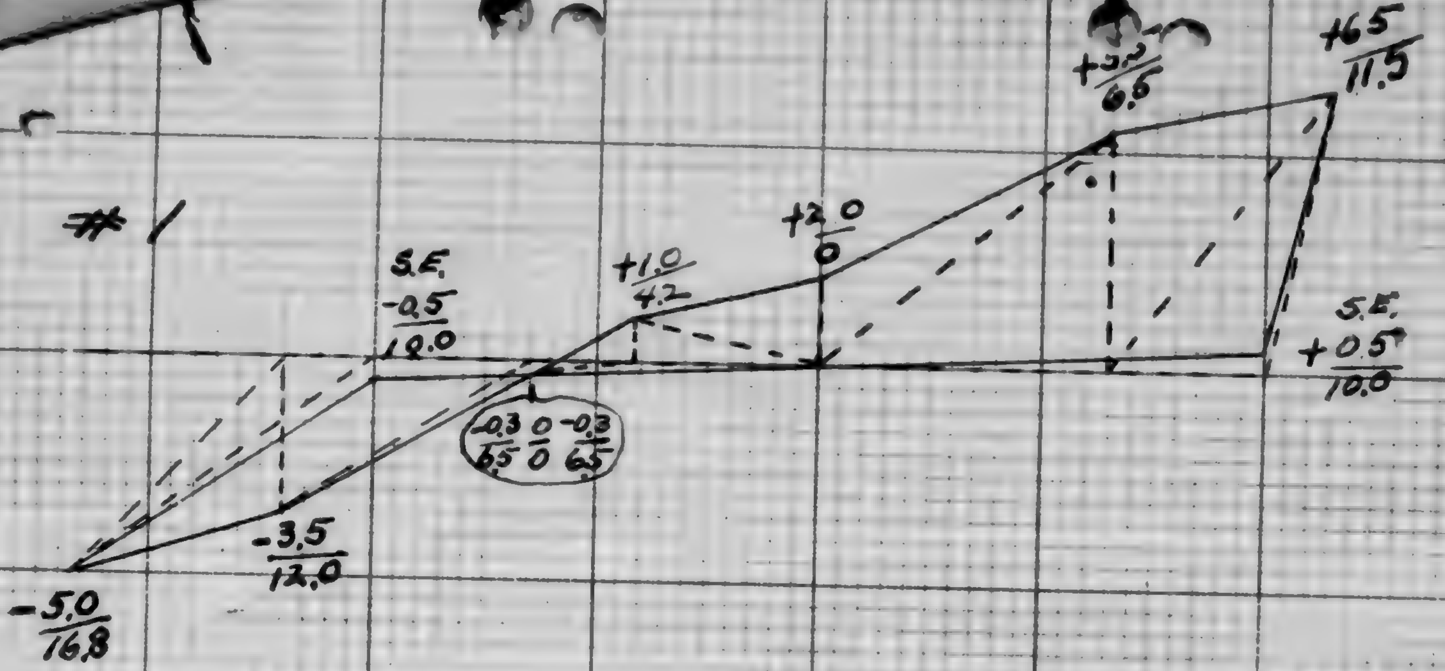
Since there seems to be no standard for taking and computing cross section notes on super-elevated curves, and in accordance with the last paragraph of the introduction to the manual of instructions I am sending you herewith a copy of the method I have been using on 30 PA. and also another method for your inspection. Method #1 is the one I have been using and method #2 is the other method mentioned.

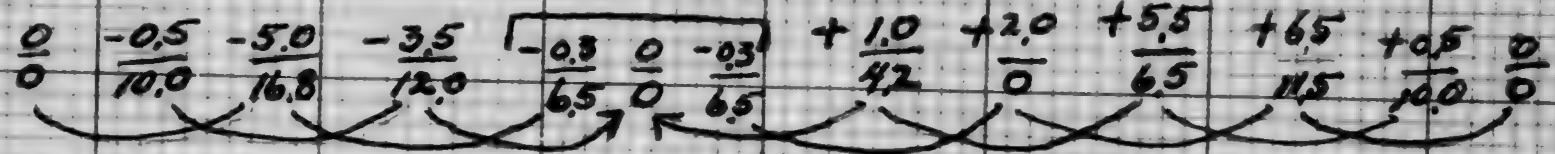
Very Resp'ly

Paul A. Jones
30 PA.

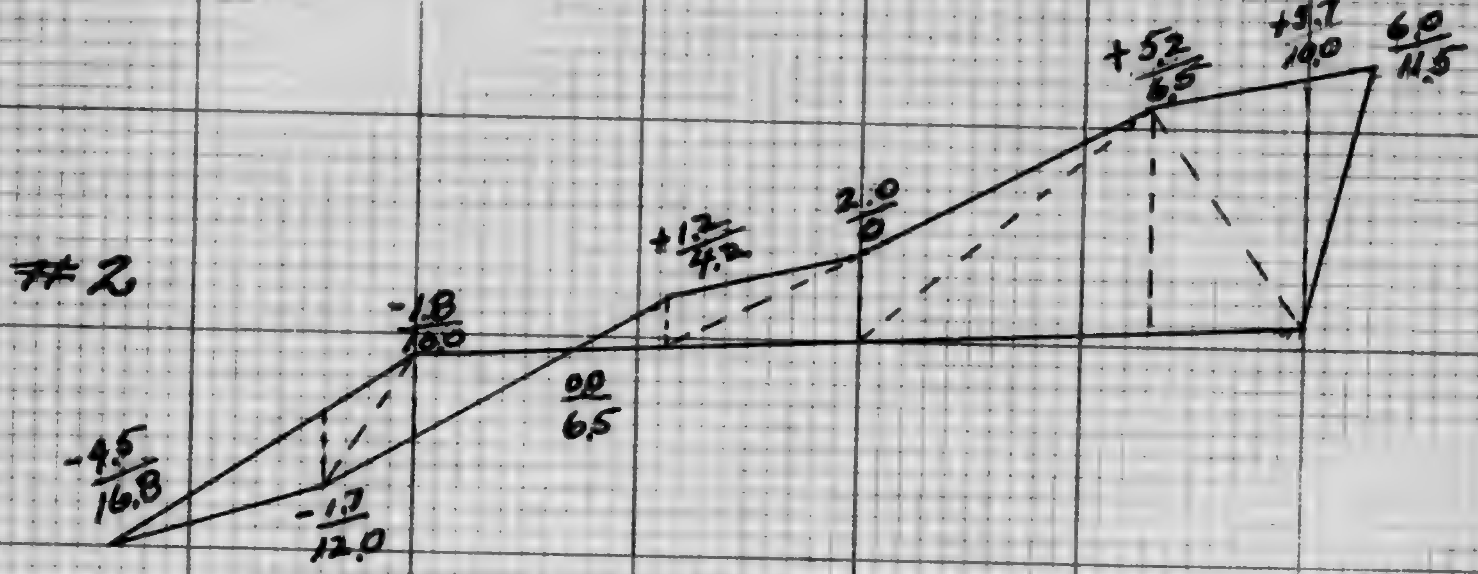
ANSWERED
S.H Probert

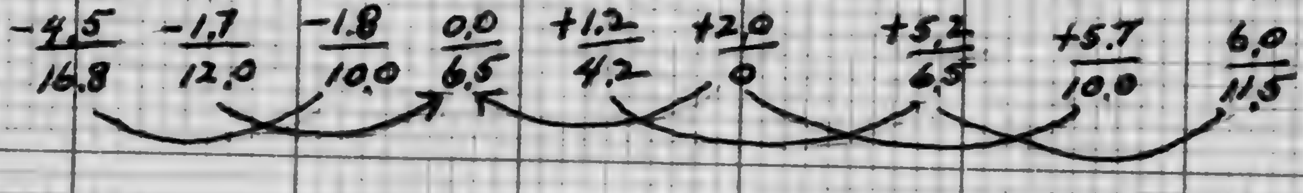
#1


+5.5 / 6.6
+6.5 / 11.5
+2.0 / 0
S.E. -0.5 / 10.0
+1.0 / 4.2
S.E. +0.5 / 10.0
-0.3 / 6.5 0 / 0 -0.3 / 6.5
-3.5 / 12.0
-5.0 / 16.8


0 / 0
-0.5 / 10.0
-5.0 / 16.8
-3.5 / 12.0
-0.3 / 6.5
0 / 0
-0.3 / 6.5
+1.0 / 4.2
+2.0 / 0
+5.5 / 6.5
+6.5 / 11.5
+0.5 / 10.0
0 / 0

#2


+5.7 / 10.0
6.0 / 11.5
+5.2 / 6.5
2.0 / 0
+1.2 / 4.2
-1.8 / 10.0
0.0 / 6.5
-4.5 / 16.8
-1.7 / 12.0


-4.5 / 16.8
-1.7 / 12.0
-1.8 / 10.0
0.0 / 6.5
+1.2 / 4.2
+2.0 / 0
+5.2 / 6.5
+5.7 / 10.0
6.0 / 11.5

YOM-8-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. [illegible]MPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Computation #1

− 16.8 x − 0.5 = + 8.4
− 5.0 x − 2.0 = + 10.0
+18.4

+ 10.3 x − 3.5 = − 36,05
+ 12.0 x − 0.3 = − 3,60
− 39,65
+ 18.40
2)− 21,25
− 10,63 Fill Area

− 11,50 x + 0,50 = − 5,75
+ 6,50 x + 3,50 = + 22,75
+ 11,50 x + 5,50 = + 63,25
+ 10,70 x + 2,00 = + 21,40
+ 6,50 x + 1,00 = + 6,50
− 4,20 x − 0,3 = + 1,26
2)+ 109.41
+ 54.71 Cut Area.

Computation #2

+ 6,80 x − 1,70 = − 11,56
+ 5,50 x − 1,80 = − 9.90
2)− 21.46
− 10.73 Fill Area

+ 5,70 x + 5,00 = + 28,50
+ 5,20 x + 10.0 = + 52.00
+ 10.70 x + 2,0 = + 21.40
+ 6,50 x + 1,20 = + 7.80
2)+ 109.70
54.85 Cut Area.

S. BENSON, PORTLAND, CHAIRMAN
W. L. [illegible]OMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Both methods give absolutely correct results for the notes as given and the different results show only what may happen by taking the super-elevation, cuts, fills etc to the nearest tenth.

The difference between these two methods is that one is taken to one grade, (profile grade) and the other is to the finished section

Each method has its good, and bad features!

No 1 is much easier taken in the field with the exception of recording the notes, It is much easier to plat No. 1 and there is less liability of mistakes in platting as everything is platted from one straight line, and there is less liability of mistakes in taking the sections as there is only one grade to contend with except in setting the two outside slope stakes, they are marked and set in the field for the finished section, but the notes for these two stakes are shown as the algebraic sum of the supers and the cuts or fills over the proper distance out.

It takes some longer to figure the notes in the office for #1 than for #2.

No. 2 requires more time in the field and give more chance for mistakes as each point requires a separate grade and you will readily see that the platting would be a little more difficul

S. BENSON, PORTLAND, CHAIRMAN
W. L. OMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

and give more chances for errors, and unless the instrument man was very careful the result would not be as accurate for if the super, cuts, fills, etc were taken to the nearest tenth there could at times be difference of nearly one tenth. This method however is much easier to compute and less liable to mistakes in the computations

In regard to pivoting the super on the inside. The manual of instructions says that where the grade is 2% or less the super should be pivoted on the inside to prevent pocketing of the drainage. (this was not in the instructions but in a circular letter from the district Eng.)

As pivoting on the side is nothing more or less than raising the grade the amount of the super on the inside and pivoting on the center it seems that this should be taken care of in the preliminary, as this would materially effect the balances in some cases.

[illegible] A. Jones

30 P.A.

FORM 4A 12-31-19-1M

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

File 30 PA

PENDLETON, Jan. 19, 1920.

Subject: Side ditches, Pendleton-
Cabbage Hill Section.

RECEIVED
JAN 20 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I have yours of January 12th regarding the above subject. I note what you say regarding the opinions of Mr. Nunn and the Division Engineers and the engineers of the Bureau of Public Roads. I note that Mr. Baldock has answered your letter regarding this matter and has gone into detail. Within a few days will investigate personally in the field with the resident engineer and I believe we can comply with your suggestions and instructions.

It appears that we have an unbalanced section, and that the fills should be widened and ditches narrowed. If there appears any reason for not complying will advise you fully. Am pleased to have your ideas along these lines.

Very respectfully,

Manche O. Bennett

Division Engineer.

MOB/B

Noted
JAP.

Copy for State H wa Department

PR 38

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. J-1

Jan. 7, 1920
(Date)

[illegible]
[illegible]
Portland, Oregon.

Dear Sir:-

We have today recommended to the Chief of Bureau the approval of the plans, specifications and estimate for Oregon Federal Aid Project number 38.

We are sending you, herewith, two copies of the agreement estimate which will be used as the basis of the project agreement.

Very truly yours,

Chief Engineer.

(Enclosures)
2 copies agr. est

Noted BHP

PR 38

January 6, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accordance with our letter of November 18th, we are sending you herewith three copies of a revised resolution covering the appropriation of County funds to be used in connection with Federal Aid Project No. 38. Two of these copies bear the original signatures of the County Judge of Umatilla County and one of the County Commissioners.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

[illegible]

PR
3 1

May 5, 1920

File 30 VE

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

Recently you wrote Mr. Nunn regarding an adjustment on the Clifton, Applegate & Toole contract for graveling near Pendleton. Mr. Nunn did not reply since he expected to be in Pendleton in the near future to take up this matter further. It is suggested that if it is necessary to shoot this cemented gravel and that an adjustment is thought equitable, that we furnish TNT or black powder, of which we have a supply, instead of monetary consideration, or that an adjustment be made in the rate of trucks or something along that line. This is offered as a suggestion only.

Yours truly,

Secretary.

RAK:LM

February 11, 1920.

File: 30VE

Mr. David G. Glass,
Holdman, Oregon.

Dear Sir:

We have your letter of February 7th, requesting the total cost of the survey between Pendleton and the foot of Cabbage Hill, Job Previx 30VE. You will find a statement of the costs of this work attached.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

FORM 4 10M-8-19

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Holdman, Ore.
Feb. 7, 1920.

Subject: Pendleton Cabbage Hill Section,
Old Oregon Trail. Location Survey 30 VE.

FEB 11 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:- Please send me the total cost of the location survey of the Pendleton to the foot of Cabbage Hill Section of the Old Oregon Trail. I am anxious to know the unit cost of this location and it is likely all bills against the location are in by this time. The survey was begun August 1919 and completed about Nov. 1st 1919. Job prefix 30 VE.

Yours respectfully,
David G. Glass
David G. Glass,
Locating Engineer.

ANSWERED

tate

30VE

January 12, 1920.

File:30VE

Mr. H. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

On December 24th Mr. Baldock wrote to us recommending for use in connection with the Pendleton-Cabbage Hill Project a roadbed twenty feet between ditches in through-cut and twenty feet wide in embankment. The ditches recommended were four feet wide at the top, one foot wide at the bottom and one and one-half feet deep. Based upon a level section, this is equivalent to a roadbed twenty-eight feet in cut and twenty feet in fill.

This section is so radically different from the sections used in other parts of the State, that I believe the matter of relative widths of roadbed in cut and fill is worthy of some discussion. In talking with Mr. Nunn and the Division Engineers working out of the Salem Office, I have found it to be generally considered desireable to have the embankment about four feet wider than the ditch to ditch width in cut. The reasons for this are that the fills tend to become narrower and that less of the roadbed width is available for traffic in embankment than in cut. Traffic will run much closer to the edge of a cut-ditch than it will to the shoulder of a fill. The effective width of a twenty foot fill after it has stood for a year or two, would probably not be more than sixteen feet, whereas in cut the effective width would remain practically the full original width between ditches.

If this reasoning is correct, it would appear that the section recommended for the Pendleton-Cabbage Hill work is not a well balanced section. The question was first brought up by the Bureau of Public Roads, and they have recommended that the width of roadbed in fill be increased, suggesting that the cuts might be narrowed by cutting down the width of the cut-ditches, in this way making it possible to construct the wider fills without materially increasing the quantities.

I believe that their recommendation is good, and that it might even yet be followed out on the Pendleton-Cabbage Hill work. At any rate it will be necessary to give them a statement in regard to the matter, and for that reason I would be

M. O. Barnett #2 1/12/20

pleased to have your ideas.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-ML

C.C. To R.H.Baldock

Copy State Highway Department

from Purcell

PR 38

D-1 December 30, 1919.

Mr. C. H. Purcell,
District Engineer,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

On December 27 the Acting Secretary of Agricilture approved Oregon project No. 38, involving the improvement of [illegible].52 miles of the Old Oregon Trail in Umatilla County, at an estimated cost of $110,771.10 and on which $55,385.50 Federal aid is requested.

Very truly yours,

Pendleton-Cabbage Hill

Proj. agreement

Chief Engineer.

[illegible]

leb:md

FORM 4 10M-9-19

S. [illegible]SON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Pendleton, Ore., Dec. 24, 1919.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Subject: Width of roadbed,
project No. 38.

Dear Sir:

In reply to your letter of the 16th inst. I am enclosing herewith sketch showing proposed revision of roadbed section on the Old Oregon Trail, Pendleton-Cabbage Hill Section, post road project #38.

I agree with you that the road bed is too narrow and have revised ditch section so that an additional foot of roadbed width is obtained. You will note the section I propose gives a width of 20 feet exclusive of ditches which will allow a 16 foot surface with 2 foot shoulders on either side.

However, I take exception to your contention that drainage in this portion of Eastern Oregon is less serious than that in the western portion of the state. It is true that waterspouts are not serious because the probability of their occurrence at any particular section is so rare that it is not worth consideration. The interest on the first cost of the initial expenditure for drainage necessary to care for a spout will more than pay for the maintenance work caused by damage resulting from an occasional spout, and it is by no means certain that any drainage you may provide will suffice.

However, we have a condition that occurs at frequent intervals, which affects the entire locality and on which fairly reliable data can be obtained, namely, chinook of snows.

Under this condition a fairly good sized ditch is needed to properly care for the runoff and drain the roadbed. The chinook wind which melts the snow is many times followed by zero weather and a saturated roadbed under this condition will surely cause heaving of pavement. Hence a ditch of sufficient depth to lower the water table in the roadbed is necessary.

In designing the ditch section on proposed sketch I was guided by circular letter from the Salem office of last April, with which I hardly agree. I believe that the subject of drainage should receive first consideration in highway construction. While

HERBERT NUNN
STATE HIGHWAY ENGINEER
HANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PENDLETON,

it is true that project #38 will not be paved at the present time, I believe that the roadbed ditch sections should be constructed to provide for pavement while the road is being graded. I enclose copy of circular letter above referred to.

Would appreciate any recommendation or suggestion in regard to roadbed width or ditch section on this particular section.

Very respectfully,

RH Baldock

District Engineer.

RHB.B

Noted
SHP

(CIRCULAR)

(copy of letter from the Salem Office)

Pendleton, Ore., April 15, 1919.

To Division Engineers:

Gentlemen:

Following verbal suggestions from the individual members of the State Highway Commission, you will please act upon the following instructions:

1. In preparing road bed for pavement in cuts and on fills reduce the width of rock or gravel shoulders to one foot, so as to leave room for deeper ditches. No ditch should be less than 24 inches vertical distance between bottom and base of pavement. If the ditch will not hold its natural shape because of slides, the ditch should be tile drained so that the filling of a ditch will not interfere with drainage.

2. In cuts where drainage conditions are bad or the subsoil is poor, the cut should be widened at least 2 feet on either side and subdrained with tile.

3. Wherever drainage conditions are such that base will become saturated in spite of the fact that ditches are deep, a macadam base should be laid, and through some districts in the state, macadam should be used the entire length of roadway, such as the Amity-Holmes Gap section.

4. As drainage is much more expensive than additional base and does not, as a rule, keep the base dry in Western Oregon, division engineers should see to it that the subgrade is well compacted and that base is finished at least 1000 feet ahead of the pavement.

The specifications now cover the above points fairly well, but it is expected that division engineers will construct such drainage as is necessary to preserve the roadbed and pavement, following out the best practice known in all cases and not neglecting a single point.

Respectfully,

(sgd) Herbert Nunn,

State Highway Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering-Post Roads
Oregon 38

POST-OFFICE BUILDING
PORTLAND, OREGON

December 12, 1919.

State Highway Commission,
Salem, Oregon.

Gentlemen:

We are today forwarding to the Director with our recommendation for approval, plans, special provisions and estimate covering Oregon Federal Aid project No. 38.

Our recommendation is dated December 1 and all work done after that date may participate in Federal Aid but no Federal funds may be paid on the project until or unless the Project Agreement is signed by the Secretary.

It is our opinion that the width of roadbed shown on your typical cross-sections is too narrow for a fill section on a road of this importance. We note that on the Union-Telocaset section the roadbed is 3 feet wider. This section meets with our approval.

We suggest that you widen your sections to 12 feet on the fill side. It is quite likely that a careful distribution of the excavated material will provide sufficient material for the increased width. It may also be advisable to reduce the size of the ditch shown on section for common and intermediate and apply the quantities thus saved to additional excavation.

Please investigate this matter thoroughly and advise us if our suggestion can be followed.

Very truly yours,

J. A. Elliott
Acting District Engineer.

ANSWERED

December 16, 1919.

Mr. M. O. Bennett,
Pendleton, Oregon.

Dear Sir:

We are today in receipt of a letter from the Bureau of Public Roads stating that they have forwarded to Washington, with their approval, the project plans for Federal Aid Project No. 38.

Project No. 38 is the Pendleton-Cabbage Hill Section of the Old Oregon Trail in Umatilla County.

In their letter they state that they consider the roadbed section, upon which they quantities for this project have been figured, to be too narrow for a part of a Highway as important as the Old Oregon Trail, and they call attention to the fact that the section for the Union- Telocaset work is three feet wider.

They also state that they consider the cut ditches as shown for the Pendleton-Cabbage Hill Section, to be unnecessarily wide and deep, and state that they believe,that by carefully adjusting alignment and grade and by reducing the size of the cut ditches, the wider roadbed can be constructed without additional quantities.

I do not remember whether or not we wrote you, at the time plans were submitted for this project, in regard to the excessively large ditch which was contemplated for this work. While a large ditch is undoubtedly beneficial to road construction, it appears to us that the ditch required in most parts of Eastern Oregon, is not as great as that required on this side of the Cascades, due to the fact that the rain fall on this side is very much greater. In order to be consistent, therefore, it does not appear that we should use such large ditches on the Pendleton-Cabbage Hill Section, when the section used in other parts of the State, where drainage conditions are much more serious, provide a much smaller ditch.

We believe, therefore, that there is considerable merit in their objections to this project and would be pleased to have your ideas in regard to the same.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:LM

December 16, 1919.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of December 12th stating that you consider the roadbed width for Federal Aid project No. 38, to be too narrow for a Highway of the importance of the Old Oregon Trail.

We believe that your recommendations for the use of a wider roadbed is well founded and we will take the matter up with our Division Engineer, Mr. Mancho O. Bennett, with a view to determining what arrangment can be made.

You will recall that we are depending upon Umatilla County to provide all of the State funds necessary for this work and we will therefore desire to secure the opinion of the Umatilla County Court upon this matter.

We will advise you further as soon as we hear from Mr. Bennett.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:LM

PF#34

5

Form 1217

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	
Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

December 3, 1919.

H. O. Bennett,

Pendleton, Oregon.

Authorize contractor to proceed with Pendleton-Cabbage Hill work.

S.H. Probert.

P.A. #38

November 25, 1919.

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are today sending to you the detailed plans for Federal Aid Project No. 38. The detailed estimate which we desire to have used as a basis for the Project Agreement, together with Special Provisions for this Project, are enclosed herewith. This work is already under contract, and the contractor is particularly anxious to commence operations at once. We would, therefore, request that you take action upon these plans at the earliest possible time.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer

Noted [illegible]

SHP-MM

OREGON STATE HIGHWAY DEPARTMENT **OREGON FEDERAL AID PROJECT NO. [illegible]**

Detailed Estimate to be Used as Basis for Project Agreement

(Contracted Prices)

GRADING AND GRAVELLING, PENDLETON-CABBAGE HILL SECTION OF OLD OREGON TRAIL IN UMATILLA COUNTY

- - - - - - - - - - -

Salem, Oregon, Nov. 25, 1919

Quantities	Item	Unit Price	Amount
All Required	Clearing & Grubbing (60' R. of W.)		$ 350.00
38,220 Cu. Yds.	Common Excavation	$ .65	$ 24,843.00
7,630 "	Intermediate Excavation	1.10	8,393.00
10,910 "	Solid Rock Excavation	2.00	21,820.00
22,000 Yd. Sta.	Overhaul	.05	1,100.00
674 Lin. Ft.	12" Culvert Pipe	1.50	1,011.00
54 "	18" " "	2.75	148.50
70 "	24" " "	4.00	280.00
114 "	36" " "	6.75	769.50
45 Cu. Yds.	Class "A" Concrete	28.00	1,260.00
38.3 "	Class "C" Concrete	30.00	1,149.00
2,600 lbs.	Metal Reinforcement	.10	260.00
550 Lin. Ft.	Wood Guard Fence	1.00	550.00
5 Cu. Yds.	Rip Rap	8.00	40.00
15,728 "	Gravel Surfacing	1.98	31,141.44
10,000 Yd. Mi.	Pay Haul	.50	5,000.00
	Sub-total		$ 98,115.44
	10% Eng. & Cont.		9,811.54
	Total		$107,926.98

Length of Project	7.54 Miles
Estimated Cost per Mile	$14,313.92
Federal Aid Requested	$53,963.49
County Funds Available	53,963.49
Total	$107,926.98

Signed

Herbert Nunn
State Highway Engineer.

SPECIAL PROVISIONS

The following special provisions are to be used supplementary to the Standard Specifications of the Oregon State Highway Commission in connection with the grading and gravelling of the Pendleton-Cabbage Hill Section of the Old Oregon Trail in Umatilla County, Federal Aid Project No. 38.

SURFACING

Preparation of Subgrade:

Before any surfacing material is applied, the roadbed shall be regraded and brought to the cross-section indicated on the profile, all ruts and inequalities in the subgrade surface shall be eliminated, and such trenching done as may be considered desirable by the Engineer to give shoulders between which to place the surfacing material.

Width, Thickness and Number of Courses:

The width of surfacing to be laid under this contract is sixteen (16) feet. It shall be laid in two courses of an average loose thickness of four inches each. The maximum size of material in both bottom and top courses shall be one and one-half ($1\frac{1}{2}$) inches.

Gravel to be Crushed:

All gravel shall be run through a crusher, crushing all oversize stones and boulders that occur in the run-of-bank material to a maximum size of one and one-half ($1\frac{1}{2}$) inches.

Quality of Material:

The Engineer shall designate the pits from which material shall be obtained and he shall reject all material which in his opinion is not equal in quality and grading to the best obtainable within reasonable hauling distance.

Pits to be Furnished by Contractor:

All gravel pits from which material is to be used shall be secured and developed at the sole expense of the contractor.

Hauling, Harrowing, Dragging, etc.,

With a view to securing a maximum amount of uniformly smooth and compacted surface, the contractor will be required to do his hauling, so far as practicable, over the surfacing as it is placed; to complete the construction of the base course from each particular set-up before commencing the top course from that set-up; and to thoroughly harrow and drag each course at frequent intervals during its construction and as hauling is being done over it.

The intervals at which harrowing and dragging will be required and the manner in which it shall be done will be determined by the Engineer, basing his judgment upon the results that are and can reasonable be obtained.

Sprinkling and rolling will not be required.

Finishing:

After the surfacing is complete, the contractor will be required to grade up and finish the entire roadbed section, producing a uniform and finished crowned section as indicated on the typical cross-section plan shown on the profile.

Measurement and Payment:

In his price bid for "Crushed Gravel Surfacing", the contractor includes the cost of preparing the subgrade; furnishing, hauling, spreading, harrowing and dragging the surfacing; constructing and finishing the earth shoulders and all other work in connection with the construction complete of a finished and satisfactory wearing surface; excepting, however, that on material hauled more than one mile from the point of loading, he will be allowed "Pay Haul" as specified below:

The quantity of "Crushed Gravel Surfacing" to be paid for shall be the number of cubic yards, loose measure, of material of the particular class, delivered and incorporated in the work.

PAY HAUL

Free Haul:

In his price bid for "Crushed Gravel Surfacing," the contractor includes the cost of hauling all material to a point one mile from the point of loading, and this one mile haul shall be considered free haul.

Measurement & Payment:

For each mile haul greater than one mile, the contractor shall receive the price bid for "pay haul" per cubic yard. For purposes of measurement, the section to be surfaced shall be divided into one mile units beginning one mile from the point of loading of the particular material hauled. The "pay haul" on all material deposited in the first mile beyond the free haul limits will be considered as one mile, on material deposited in the second mile as two miles, etc.

PREFERENCE TO BE GIVEN SOLDIERS AND SAILORS

In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged soldiers, sailors and marines, but no other preference or discrimination among citizens of the United States shall be made. (Section 6 of an Act of Congress approved Feb. 28, 1919, entitled "An Act Making Appropriations for the Service of the Post Office Department for the fiscal year ending June 30th, 1920, and for Other Purposes" - - - Public 299, 65th Congress.)

(8) #28

Form 1206

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE DESIRED	
TELEGRAM	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

RECEIVER'S NO.	
CHECK	
CASH OR CHARGE	
TIME FILED	

Send the following message, subject to the terms
on back hereof, which are hereby agreed to

November 12, 1919.

H. O. Bennett,
Pendleton, Oregon.

As result negotiation with Purcell approval will be based on our profile plans Cabbage Hill job subject to inspection PERIOD Advise Clifton excellent prospect to secure approval next week.

Klein.

Office Engineer.

[illegible]

P.R. #38

November 18, 1919.

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith three copies of the Resolution of the Umatilla County Court appropriating funds for Oregon Federal Aid Project No. 38. As is the case with the Klamath and Lake County Resolutions, this Resolution is drawn to cover a percentage of the final cost of the Project. We will secure from the County Court a revised Resolution setting aside a definite amount as per your recent instructions and these revised resolutions will be forwarded to you as soon as received.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-RM

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR UMATILLA COUNTY

In the Matter of Establishing of a County Road from Pendleton to Umatilla Mission, being a Part of the Pendleton-Cabbage Hill Section of the Old Oregon Trail in Umatilla County, Oregon.	: : : : : :	O R D E R

This matter coming on to be heard upon this 2nd day of October, 1919, and it appearing to the Court that heretofore, to-wit: on the 1st day of October, 1919, the following Resolution, to-wit:

"WHEREAS, it is deemed advisable that a County Highway or road be located and established on territory leading from the City of Pendleton in Umatilla County running thence in a Southeasterly direction to Umatilla Indian Mission and that said road or highway be located and established by resolution of the County Court of Umatilla County, Oregon; and

WHEREAS, this being a regular term of the Umatilla County Court, and said Court being now in regular session, sitting for the transaction of County business, with all members of said Court present;

THEREFORE, BE IT RESOLVED by the County Court of Umatilla County, State of Oregon, sitting at the regular monthly term of court for the month of October, 1919, in the County Court room of the County Court House of Umatilla County, for the transaction of county business, that it is, and is hereby declared to be the intention of said County Court to locate and establish a road or highway on and over a route as follows:

BE IT RESOLVED, that the beginning or initial point of the Pendleton Cabbage Hill Section of the Old Oregon Trail Highway shall be at Station 0+00 of the survey of said Pendleton Cabbage Hill Section, on the Easterly boundary of the city of Pendleton, at a point in the middle of the present pavement, said point being about 2290 ft. North and 1282 ft. East of the S.W. corner of Section 12, T. 2 N.R. 32 E.W.M.

That said Highway shall run thence Southeasterly following said survey as staked, leaving the present County Road at Station 9/00 of said survey; thence South of the O.W.R.&.N. Railroad, and entering the present County Road again at Station 70/00 of said survey, near the second grade crossing in the present County Road, thence passing in front of the Umatilla Indian School, thence leaving the present County Road again at Station 252/00 of said survey, said station being about 2367 ft. West of the North East corner of the Umatilla Indian School Farm, thence Southeasterly entering the present County Road again at Station 355/16.9 of said survey, said station being 2.26 ft. South of the Section corner common to Sections 13, 14, 23 and 24, T. 2 N.R. 33 E. W. M., thence in the present County Road to a point about 3/4 of a mile West of the Catholic Indian Mission, said point being about 1278 ft. North and 356 ft. East of the corner common to Sections 23,24, 25 and 26, T.2 N.R.33 E.W.M.; and which constitutes the terminal point of said Pendleton Cabbage Hill Section of said Highway, Right-of-Way for said Highway to be sixty feet wide throughout.

BE IT FURTHER RESOLVED that a necessity for said road is hereby declared to exist and said route and survey is required by the State Highway Commission of Oregon for the location of the State Highway Pendleton Cabbage Hill Section, or otherwise known as the Old Oregon Trail.

BE IT FURTHER RESOLVED that the above entitled matter be heard at the regular November term of said County Court, and

BE IT FURTHER RESOLVED that true copies of this resolution, properly certified to as such by the County Clerk be posted by the County Roadmaster as required by law, that a copy be published in the East Oregonian and Pendleton Tribune, two newspapers of general circulation, published at Pendleton, Oregon, and that said resolution be duly entered in the Commissioner's Journal.

Dated 1st day of October, 1919.

Chas.H.Marsh, County Judge
B.E.Anderson, Commr.
G. L. Dunning, Commr."

was duly and regularly passed by the said Court.

And it now appearing to the Court that the State of Oregon, by and through the Federal aid , is willing to furnish Fifty percent (50%) of the cost of grading and gravelling the said road for the reason that the said road is to be used as a Post Road project, providing the County Court will furnish the remaining Fifty per cent of the cost for the grading and gravelling of the said road, and the Court at this time being fully advised in the premises, it is by the Court

CONSIDERED AND ORDERED that a sum equal to Fifty (50%) per cent of the cost of the grading and gravelling the following described road, to-wit:-

> Beginning at a point of the Pendleton-Cabbage Hill Section of the Old Oregon Trail Highway known as Station 0/00 of the survey of said Pendleton-Cabbage Hill Section, on the Easterly boundary of the City of Pendleton, at a point in the middle of the present pavement, said point being about 2290 feet North and 1282 feet East of the Southwest corner of Section 12. T. 2 N. R. 32, E.W.M., running thence Southeasterly following said survey as staked, leaving the present County Road at Station 9/00 of said survey; thence South of the O. W. R. & N. Railroad, and entering the present County Road again at Station 70/00 of said survey, near the second grade crossing in the present County Road; thence passing in front of the Umatilla Indian School; thence leaving the present County Road again at Station 252/00 of said survey, said station being about 2367 feet West of the Northeast corner of the Umatilla Indian School Farm; thence Southeasterly entering the present County Road again at Station 355/16.9 of said survey, said stationbeing 2.26 feet South of the Section corner common to Sections 13, 14, 23 and 24, T.2, N. R. 33, E. W. M., thence in the present County Road to a point about three-fourths (¾) of a mile West of the Catholic Indian Mission, said point being about 1278 feet North and 356 feet East of the corner common to Sections 23,24, 25 and 26, T.2 N.R.33 E.W.M., and which consititutes the terminal point of said Pendleton-Cabbage Hill Section of said Highway, Right-of-way to be Sixty (60) feet wide throughout. of said Highway.

be, and the same is hereby appropriated from the Road Bond fund of Umatilla County State of Oregon, upon the following conditions, to-wit: That the remaining Fifty (50%) per cent for the grading and gravelling of said road be cared for by the State through Federal aid, as a Post road project.

Done and dated at Pendleton, Umatilla County, State of Oregon, this 2nd day of October, 1919.

CHAS. H. MARSH
County Judge

B.E.ANDERSON
County Commissioner

County Commissioner
G. L. DUNNING

STATE OF OREGON)
) ss.
COUNTY OF MARION)

I, Roy A. Klein, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the resolution of the Umatilla County Court in the matter of the establishing of a County Road from Pendleton to Umatilla Mission, being a part of the Pendleton-Cabbage Hill Section of the Old Oregon Trail in Umatilla County, Ofegon has been compared by me with the original resolution on file in the office of the Oregon State Highway Commission, and that the same is a true and correct copy of the said resolution and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 18th day of November, 1919.

Roy A. Klein
Secretary

November 10, 1919.

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith three copies of the Project Statement for the grading and graveling of the Pendleton-Cabbage Hill Section of the Old Oregon Trail in Umatilla County, to which has been assigned Federal Aid Project Number 38. The State Highway Commission at its last meeting approved this project, and we are now submitting it to you formally for your consideration, requesting Federal Aid to the amount of fifty percent of the total cost of the Project, to be paid for from funds appropriated by the Federal Government to the State of Oregon for the fiscal year 1920. We are also enclosing your ~~[illegible]~~ Correspondence file for this Project, which was handed to our Mr. Klein by your representative at the Highway Commission meeting on November 4th. We are not yet in receipt of the resolution of the Umatilla County Court appropriating their share of the funds. This resolution will be forwarded to you as soon as received.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

6

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Public Roads
District No. 1

Postoffice Building
Portland, Oregon

In your reply please
Refer to file No. ______
481 - Oregon 38

NOV 1 1919

Date October 31 1919.

State Highway Commission,
Salem, Oregon.

Gentlemen:

We hereby acknowledge receipt of triplicate copies of Project Statement and supporting papers for proposed Federal Aid post road project in Umatilla County, between Pendleton and foot of Cabbage Hill known as Old Oregon Trail. We have given this project our number 38.

Yours very truly,

~~xxxxxxx~~District Engineer.

State Oregon

Project No. 38
(Not to be filled in)

Form P R 1. 1
Bureau of Public Roads.
U. S. Dept. of Agr.

PROJECT STATEMENT
AS REQUIRED BY
FEDERAL AID ROAD ACT
APPROVED JULY 11, 1916

(Date) October 15, 1919

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Act, Chapter 175, Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road Old Oregon Trail
2. Located between Pendleton and foot of Cabbage Hill County of Umatilla
3. Points of beginning and ending East city limits of Pendleton. Foot of Cabbage Hill 3/4 mile west of Catholic Indian Mission
4. Length in miles (gross) 7.52 (net) 7.52

Note.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

5. Miles of project used as star route..........; rural route 8-1/2..........; miles over which there is a reasonable prospect that a mail route will be established..........; miles over which there is no reasonable prospect shown that a mail route will be established 2, which is..........per centum of net mileage.

6. Facts, including those relating to the economic development of the country adjacent to the sections of the project not now used as a mail route, which establish a reasonable prospect that such sections will be so used after construction.

Sections not now used as post routes are revisions in present roads to eliminate railway crossings and to shorten distance. Will probably become post roads as soon as constructed. See attached affidavit of postmaster at Pendleton.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage in each Begins at City Limits of Pendleton, a city of 10,000 people

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1) Part of Old Oregon Trail which is a trunk line of State Highway system connecting Eastern Oregon and Southern Idaho with Columbia River Highway

11. Improved roads adjacent or contiguous and type of each West end connects with city streets of Pendleton. East end connects with section now being improved by Umatilla County.

(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (a) trucks.........., (b) passenger motor vehicles 75, and (c) horse drawn vehicles 1

13. Local traffic, approximate average daily number of (a) trucks 20 wheat hauling time, (b) passenger motor vehicles 50, and (c) horse drawn vehicles 50 wheat hauling time

14. Description and present condition of traveled way Earth road not graded up. Very poor condition and badly in need of surfacing.

15. Proposed width of surfacing 16 ; feet between ditches ; approximate maximum gradient 5 per cent.

16. Proposed type of construction Grade and gravel

17. Location, nature, and extent of deposits of local materials suitable for use on this project Plenty of gravel in Umatilla River within one-half mile at all points of first 5 miles; cement gravel banks on line two miles from end of project.
(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None
(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by Umatilla County
(State or (and) County)

20. Amount of funds which are / will be available for construction: (a) State None
(Amount) (Source; refer to statute)

(b) County $55,385.50 See Resolution of County Court
(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by
(State or (and) County)
from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

16. Proposed type of construction

17. Location, nature, and extent of deposits of local materials suitable for use on this project gravel in Umatilla River within one-half mile at all points of first 5 miles; ce-
(Where practicable show by distinguishing marks on sketch map)
ment gravel banks on line two miles from end of project.

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None

Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 7, Reg. 4) Resolution of County Court of Umatilla County.

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project Oregon State Highway Department standard forms of contract and contractor's bond to be used.

desired $65,385.50
(State in lump sum or percentage, but not both.)

25. Reconnaissance estimate of cost of project:

Made by D. G. Glass Date October 3, 1919

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
All Required		Clearing & Grubbing			350	00
36,500	Cu.Yds	Common Excavation		65	23,725	00
8,400	"	Intermediate Excavation	1	10	9,240	00
11,500	"	Solid Rock Excavation	2	00	23,000	00
22,000	Yd. Sta.	Overhaul		05	1,100	00
672	Lin. Ft.	12" Culvert Pipe	1	50	1,008	00
54	"	18" " "	2	75	148	50
70	"	24" " "	4	00	280	00
114	"	36" Culvert Pipe	6	.75	769	50
45	Cul Yd.	Class "A" Concrete	28	00	1,260	00
42	"	Class "C" Concrete	30	00	1,260	00
2,600	Lbs.	Metal Reinforcement		10	260	00
10	Cu. Yd.	Rip Rap	8	00	80	00
550	Lin. Ft.	Guard Fence	1	00	550	00
16,500	Cu. Yds.	Crushed Gravel Surfacing	1	98	32,670	00
10,000	Yd.Mi.	Pay Haul		50	5,000	00

Length, 7.52 miles.

Cost, $ 14,730.19 per mile.

Subtotal	100,701	00
10% Engineering and Contingencies	10,070	10
Total	110,771	10

This estimate approved by:

(Title) State Highway Engineer

26. Amount of Federal aid desired $55,385.50

(State in lump sum or percentage, but not both.)

27. Payment desired on completion or as work progresses **As work progresses**

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of State of Oregon, Salem, Oregon.

29. Additional remarks *

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman
(Title of officer)

By

Commissioner
(Title of officer)

By

Commissioner
(Title of officer)

* Gravel surfacing has been selected as the proper surfacing for this project for the following reasons:

1. Limited funds available and large mileage of roads demanding maintenance and improvement eliminate hard surface paving from consideration for this project.
2. Large amount of traffic and impossibility of keeping an earth road passable during the Winter and Spring months, make surfacing of some kind necessary.
3. Scarcity and poor quality of road surfacing materials other than gravel, make gravel the logical material to use on this project.

Pendleton, Oregon, Oct 7 1919.

I, L B Cronin hereby certify that I am the Acting Postmaster of the Postoffice known as Pendleton, Oregon; that I am familiar with the roads over which the United States mail is carried, and I further certify that that portion of the Old Oregon Trail, running from Pendleton to a point in the present county road approximately 400 feet West of the Southwest corner of the Southeast Quarter of Section 11, Township 2 North, Range 33 East., W. M., is used as a rural free delivery route for the entire distance between the points above, which is 5.5 miles. Excepting two places where the proposed highway will deviate from the present county road, the first deviation is from near the city limits of Pendleton to the second grade crossing of the O-W. R. & N. Railway. The second deviation is across the Northeast corner of the Umatilla Indian School Farm. Since the same people can be served from the new highway as from the present county road, and also because of the fact that two very dangerous grade crossings of the O-W. R. & N. Railway will be eliminated, it is my opinion the rural route will be changed to follow the proposed Highway upon its completion for the entire distance of 5.5 miles mentioned above.

L B Cronin
Acting Postmaster at
Pendleton, Oregon.

Subscribed and sworn to before me this 7 day of October, 1919.

H C Crewe
Notary Public for Oregon, My
commission expires 6/20/1922

PAVEMENT
HIGHWAY
COUNTY

23

CONTRACT #238,
251, 295, 298

PR-24 John Day- Blalock Aug. 1920 - 1922

251

238, 295, 298 #2

September 7, 1925

Mr. C. H. Purcell,
District Engineer,
United States Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

PT 44

Dear Sir:

Receipt is acknowledged of yours of August 27th relating to the Blalock-Arlington Section of the Columbia River Highway.

This section has been subjected to unprecedented travel during the present season and the Round-Up travel during the next three weeks will probably pass all previous records. This heavy travel, with the extremely dry weather of the past few weeks, has made an unsatisfactory condition which we are trying to remedy by hauling surfacing material, which has good binding qualities, from a pit about three miles east of Arlington. This material gave good results on the Arlington-Willows project and we anticipate that it will help the situation.

On the adjoining project, No. 24, from John Day to Blalock, we are adding such material as is available at points where the surfacing has broken up. This appears to be the best we can do at this time. After the fall rains the project will be thoroughly bladed and shaped up.

We would be pleased to have your observations and suggestions for the improvement of these sections at any time when you may be making a trip through.

Very truly yours,

State Highway Engineer.

RAK:LM

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

POST OFFICE BUILDING,
PORTLAND, OREG.

AUG 2[illegible] 1923

August 27, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Upon a recent inspection of Oregon Federal aid project No. 44, Blalock-Arlington section of the Columbia River Highway, it was noted that the gravel surface has been allowed to deteriorate into a condition most difficult to travel.

For several miles of the project it is full of chuck holes, in many cases broken entirely through to the sand sub-grade. Where the surface remains intact it is set up so hard as to resist the action of a blade, and the ordinary methods of maintenance by blading no longer suffice to keep the road in good repair.

We believe that special measures should be taken at once to repair the holes that have broken through, and it appears that this might be accomplished by patching the broken places with the best available maintenance material, puddling the gravel patches by the use of a roller and the liberal use of water.

This would probably place the road in fair condition, and would suffice for the remainder of this season, but it is quite evident that additional fine-crushed surfacing material must be added to the road to enable it to stand up under the traffic of another season.

We would recommend, therefore, that arrangements be made as soon as possible toward resurfacing the entire project with from 3" to 4" of rock crushed to a maximum size of 3/4", as is now being done on the Seuferts-Deschutes section.

On the adjoining project, Oregon 24, from John Day River to Blalock, there was noted about three miles of road in the vicinity of Ramsey where the surfacing has broken up and the base rock milled to the surface. There are also a few other, though shorter, sections on the same project which are in a similar condition.

Any plan for resurfacing of Oregon 44 should also provide for additional top course material to be applied to the loose sections of Oregon 24, after same have been properly compacted with binder and water.

We shall be pleased to have you give these matters early consideration, and to advise us as to the measures you have in mind for future maintenance of the above mentioned projects.

Very truly yours,

C. H. PURCELL, District Engineer,

By ______________________
ACTING IN ABSENCE DIST. ENG.

PORTLAND, OREGON

August 12, 1921
File:

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

PR #44

Dear Mr. Purcell:

I wish to acknowledge receipt of your letter of the 8th instant, together with maintenance inspection report on Oregon Federal Aid Project No. 44. This matter is being taken up with our Division Engineer and will be given early attention.

Very sincerely yours,

State Highway Engineer.

HN:MS

NITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

OR REPLY PLEASE
REFER TO FILE No.______

POST-OFFICE BUILDING
PORTLAND, OREGON

August 8, 1921.

ANSWERED
HERBERT NUNN

[illegible] 1921

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Herewith a copy of a recent maintenance inspection report on Oregon Federal Aid project No. 44.

You will note the recommendation for removal of weeds from shoulder and placing of danger signs on curves. Also comment on the desirability of providing better vision on the curve at Lang Canyon.

Yours very truly,

C.H. Purcell
District Engineer.

ENANCE INSPECTION

Oregon

44

One

District Engineer, Portland, Oregon. August 6, 1921.

xxxxxxxxx
xxxxxxxxx
xxxxxxxxxxx

Columbia River Hwy., Blalock-Arlington

Gilliam

August 5, 1921. A. F. Morris

Highway Engineer

Inspection made unaccompanied.

Project consists of 9.21 miles of crushed gravel surfacing, 8" thick loose measure, and 16 feet wide. Completed Nov. 10, 1920.

Surfacing is in excellent condition for entire length of project, having had practically continuance by dragging and minor repairs all this year.

Shoulders in good condition except that they are covered with weeds which should be removed.

Slopes are in as good condition as it is practicable to maintain them through this dry sandy region.

Guard Rail has been provided where necessary.

Ditches satisfactory.

Bridges, Culverts & Drains adequate and in satisfactory condition.

Maintenance Cost:- For 1921, per mile $200.00; total cost $1,840.00.

Road Signs:- Should be some "slow" signs on curves. One blind curve through cut at west end of bridge at Lang Canyon, Sta. 190+65 to Sta. 192+24, should be day-lighted so as to give clear vision across curve.

Photographs:- Attached.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

April 1, 1921.

[illegible] APR [illegible] 1921
STATE HIGHWAY ENGIN

State Highway Commission,
Salem,
Oregon.

Gentlemen:-

The plans and specifications for Oregon Federal Aid projects Nos. 44 and 48 have been approved by our Washington office.

Under separate cover we are sending you one set of plans for each of the above named projects.

Yours very truly,

J A Elliott

Acting District Engineer.

February 24, 1921.

Hartford Accident & Indemnity Co.,
Hartford Bldg.,
San Francisco, Calif.

File FB-44

Dear Sir:

We are in receipt of your letter of the 19th inst relative to surfacing the Blalock-Arlington Section of the Columbia River Highway in Gilliam County, your bond No. 215,773.

We beg to advise that this work was accepted as of November 10, 1920. Total payments to the contractor under the unit price items of the contract amount to $36,384.83. In addition to this there was paid the sum of $5,161.44 for extra work which was not included in the unit price items. This makes the total payments to the contractor amount to $41,546.27.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. W. DeSouza,

RT

BISSELL, *President*
CHASE, *Chairman Board of Directors*

D. J. GLAZIER, *Recording Secretary and Treasurer*
W. G. FALCONER, *Assistant Secretary*
J. COLLINS LEE, *Assistant Secretary*
R. C. L. HAMILTON, *Comptroller*

HARTFORD ACCIDENT AND INDEMNITY COMPANY
HARTFORD, CONNECTICUT
PACIFIC DEPARTMENT
HARTFORD BUILDING, SAN FRANCISCO

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
Manager
PLEASE ADDRESS YOUR REPLY TO
FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES
SUPERINTENDENT

SAN FRANCISCO, February 19th 1921.

FEB 21 1921

Oregon State Highway Commission,
Salem, Oregon.

P.R. 44

Attention Mr. Klein.

Gentlemen:-

In Re: Bond No.215773 - Porter & Conley, To
State of Oregon - Surfacing Blalock
Arlington Section of the Columbia
River Highway. (Your File PR-44)

On January 17th, you were kind enough to advise us that the complete check of the final notes on this work had not yet been made, but that you would supply us with the information at a later date. We are wondering whether this has now been done, and if our liability under the bond can be terminated.

Thanking you in advance for this courtesy, we are,

Very truly yours,

Harold Bishopp

Surety Department.

HB:FW.

Final Est. 10
Est pay 61,546.27
F.O.C 5,161.64
56,384.63

A. K. SMYTHE,
503 EAST 17TH ST. N.
PORTLAND, ORE.

SMYTHE BROS "SHEEP"

DAN P. SMYTHE,
AM. NATL. BANK BLDG.
PENDLETON, ORE.

MARION VAN SCHOIACK,
SUPERINTENDENT
ARLINGTON, ORE.

February 3, 1921

Blalock-Arlington Engineering

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir: ATTENTION MR. S. W. PROBUT, OFFICE ENGINEER.

I have to acknowledge receipt of your letter of February 1st, please accept my thanks for the information contained therein regarding gravel pits from which Porter & Conley secured gravel for the Blalock-Arlington and Echo-Pendleton sections of the Columbia River Highway. We are especially pleased to note that you have written to your field engineer to get the exact amount of gravel taken from these gravel pits so that we may make a fair and complete settlement with Messrs. Porter & Conley.

They have been putting us of, stating that they did not have these estimates and were not paid by the State, and I am getting tired of waiting, and just as soon as I get the data from your field engineer will be able to talk turkey to them.

Yours truly,

Dan P. Smythe

DPS/EP

SWP.

RECEIVED
FEB 4 1921
STATE HIGHWAY ENGINEER

February 1, 1921.

Mr. Dan P. Smythe,
American Nat'l Bank Bldg.,
Pendleton, Oregon.

File P.R-44

Dear Sir:

Receipt is acknowledged of your letter of Jan. 27th requesting information in connection with the surfacing contracts of Porter & Conley on the Blalock-Arlington and Echo-Pendleton Sections of the Columbia River Highway.

As we have not in this office the detailed records which will enable us to give you the quantities of materials taken from your pits, we are writing to our field engineers to supply you with this information.

As regards our payments to the contractor, will say that we have made monthly payments to Porter & Conley during the progress of the work, retaining 15% on each monthly payment to protect the interests of the State. Immediately upon completion and acceptance of these jobs, we released all but 5% of the total amounts due the contractor, the 5% being retained until a complete check of quantities could be made to insure no over-payment. Subsequent to this time final payment has been made on the Blalock-Arlington Section, and we will be ready to make final payment on the Echo-Pendleton Work very soon.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

EMP:MP

Office Engineer.

2 cop

A. K. SMYTHE,
603 EAST 17th ST., N.
PORTLAND, ORE.

SMYTHE BROS
SHEEP

DAN P. SMYTHE,
AM. NATL. BANK BLDG.
PENDLETON, ORE.

MARION VAN SCHOIACK,
SUPERINTENDENT
ARLINGTON, ORE.

January 27, 1921

Mr. Herbert Nunn,
State Highway Commission,
Salem, Oregon.

Dear Sir:

We have a contract with the contracting concern of Porter & Conley in which they secured gravel from us to gravel certain parts of the Columbia River Highway west of Arlington, Oregon, between Arlington and Blalock, and the Umatilla Sheep Company, of which I am president, also has the same contract with the same concern for graveling the Highway west of Reith, Oregon, between Reith and Campbell Stations.

The gravel pit of this company is located near Campbell station, and the gravel pit for the Arlington work is, I think, the only gravel pit about three to eight miles west of Arlington.

Our settlement for this gravel depends upon the estimate of the State Engineer for these two jobs. Porter & Conley advise me that they cannot make settlement until they have received the estimates from the State Engineer's office and as yet they have not received estimates for either one of these jobs.

Would you please advise me when these estimates will be forthcoming, and if they are ready could you give me the number of yards of gravel taken by Porter & Conley from each one of these gravel pits?

An early reply will be greatly appreciated.

Very truly yours,

Dan P Smythe

DPS/EP

ANSWERED
S. H. Probert

January 29, 1921

Hartford Accident & Indemnity Co.,
c/o John Ker Co., Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

The purpose of this letter is to advise you of the intention of the State Highway Commission to make final payment on contract No. 251, Porter & Conley, contractors, which covers the gravel surfacing on the Blalock-Arlington Section of the Columbia River Highway in Gilliam County.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

Jan. 30, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-44

Dear Sir:

Herewith we are enclosing four copies of final voucher on the Blalock-Arlington Section, Oregon Federal Aid Project No. 44, in the amount of $25,520.00.

The project agreements have already been executed by the Secretary, and are in the hands of the Highway Department at the present time.

These agreements will be signed by the Highway Commission at their next meeting February 1st and forwarded to you immediately thereafter.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,
ET
Enc.

Jan. 27, 1921.

Mr. F. K. Gettins,
Resident Engineer,
Arlington, Oregon.

File PR-44

Dear Sir:

We are returning under separate cover the surfacing chart, a small sheaf of rock tickets, and a copy of your final estimate on the Blalock-Arlington Section.

We have made some difference in totals of the rock tickets mentioned and also noted several errors in your addition tape as taken from the chart. The latter we first checked from the tickets.

We have corrected the final estimate to correspond and to expedite matters, have passed it for final payment. The returned data is for your satisfaction as regards the corrections mentioned.

Please verify these and return the chart, tickets, etc., at your earliest convenience.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by F. D. [illegible],
[illegible]

C. c. to J. H. Scott.

Copy for State Highway Department

OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. D-1.

January 20, 1921.

MEMORANDUM FOR THE DISTRICT ENGINEER AT
Portland, Oregon.

The project agreement and certificate to cover Oregon project No. 44 have been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LLB/fm

Form P. R. I. 2
State Oreg n
Project No. 44

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

UNITED STATES DEPARTMENT OF AGRICULTURE

R[illegible]
JAN 24 [illegible]

[illegible]
13 [illegible]
[illegible]LAND, ORE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1920

Form P. R. I. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 4th day of January, 19 21, by and between the State Highway Commission of Oregon ~~constituting for the purposes hereof, the Highway Department of the State of~~ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 2nd day of March, 19 20, a project statement, which was approved by the Secretary on the 6th day of April, 19 20, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 4th day of Dec, 19 20; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of twenty-five thousand five hundred and twenty and 00/100 dollars ($25,520.00) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(*a*) By the State Chapter 175, Laws of 1917, and Chapter 31,
By act of the Legislature of (date
Laws of 1920,
and citation), appropriating dollars.

*(*b*) By the Count........ of ....
By tax levy or bond issue authorized by act of .... (date and citation).

*(*c*) ....

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 0+0 1/3 of a mile west of Blalock Station and survey station 469+22.6 near south limits of the town of Arlington.

terminal points, a distance of 9.21 miles, known locally as Columbia River Highway, Blalock@Arlington Section, Gilliam County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, and new structures deemed necessary by the Secretary or said agents but not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without federal aid.

(d) The Highway Department, for and in consideration of the granting of $25,520.00 Federal Aid on the improvement contemplated under this agreement and subject to such limitations on its authority as now are or hereafter may be imposed by the laws of the State of Oregon, hereby agree that within a reasonable time after the completion of the improvement provided for by this agreement it will place, or cause to be placed, with or without Federal aid, upon the road embraced in this project, a surfacing which shall be deemed by the said Highway Department and the Bureau of Public Roads of the U. S. Department of Agriculture to be adequate to carry the present and prospective traffic with such annual maintenance charges as will represent a reasonable expenditure for the public service rendered by the Highway.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

Article IV. The United States pro rata share of the cost of said project shall not in any event exceed (*a*) the said sum of twenty-five thousand five hundred and twenty and 00/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of fifty-one thousand forty and 00/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ....

....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... of ....
(State or county.) (Name.)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ....

the State Treasurer, Salem, Oregon
(Official or depository

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of
(State or county.)

Oregon
(Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2. to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

ll find that said project has been
III hereof, he shall draw on the
said certified sum, or so much
and authorized

HERBERT NUNN

Article VI. The said project will be maintained in compliance with said act of July 11, 1916, by the ...., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .... (Include reference to statute making .... appropriation and probable amount annually available.) ....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....

STRICKEN OUT

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 4th day of December, 1920

State Highway Commission of Oregon
(Official title of Highway Department.)
By R. A. Booth
Chairman, State Highway Commission
(Title of officer.)
By J. Yeon
Member, State Highway Commission
(Title of officer.)
By ....
Member, State Highway Commission
(Title of officer.)
By ....
....
(Title of officer.)
By ....
....
(Title of officer.)
By ....
....
(Title of officer.)

[SEAL.]

[SEAL.]

E. D. Ball
Acting *Secretary of Agriculture.*

Form No. PR. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 0+0, 1/3 of a mile west of Blalock Station and survey station 469+22.6 near south limits of the town of Arlington. locally known as Columbia River Highway, Blalock-Arlington Section, Gilliam County and designated in the records of this Department as Project No. 44, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $ 51,040.00 as the total estimated cost of said project, and the sum of $ 25,520.00 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 4th day of December one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

E. D. Ball
Acting *Secretary of Agriculture.*

PR44

FORM 4 15M-6-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

~~11 GA.~~
11 PA.

OREGON STATE HIGHWAY COMMISSION

SALEM

Subject: Return of Construction Maps.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:

Will you please return to me by mail to Quinook, at your earliest convenience, the maps of the constructed line of the John Day River Blalock and Blalock Arlington Sections of the Columbia River Highway. These maps are required here to obtain some descriptions in connection with Quarry Sites and Right of Way adjustments at Blalock.

Respectfully,

Resident Engineer.

Copy to Mr. J. H. Scott.

RECEIVED
JAN 24 1921

Sent C. Parcel Post
1/25/21
LEG

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR x

11PC - Guard Fence.
File 47.

The Dalles, Ore., Jan. 12, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

JAN 13 1921

Dear Sir:

I am returning your file P. R. 44, under date of January 11th, in which you state that you are holding the estimate of guard fence for the Blalock-Arlington Section of the Columbia River Highway in Gilliam County until after the surfacing is finished. This section between Blalock and Arlington has been surfaced with gravel and the contract completed several weeks ago, and this surface is proving so satisfactory that I doubt whether it will be considered necessary to do any further surfacing, which would undoubtedly be hard surface, for several years.

Looking at it in the light that the present surfacing will serve for several years, and as there are a number of dangerous points on this highway, and that we will be compelled to contend with speeds greatly in excess of the legal limit of thirty miles per hour, owing to the fine condition of this road, I would advise that the contract for this guard fence be let as soon as possible. I am returning this with the above recommendation thinking that perhaps you thought that this section was still under construction.

Respectfully yours,

J H Scott

J. H. Scott,
Division Engineer.

Sap.

JHS:kl

BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

January 11, 1921.

P. R. 44.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

I am in receipt of your estimate of guard fence on the Blalock-Arlington Section of the Columbia River Highway in Gilliam County.

I am advising holding this estimate until after the surfacing is finished.

Very truly yours,

Herbert Nunn
State Highway Engineer.

HN:HI

RECEIVED
JAN 12 1921

11PC - Guard Fence.
File 47.

The Dalles, Ore., Jan. 5, 1921.

Mr. Herbert Nunn, [illegible]
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

Herewith is a list of guard rail necessary to protect on sharp curves and high embankments on the Blalock-Arlington section of the Columbia River Highway in Gilliam County. This amounts to 5942.0 lineal feet, and is shown herewith in the necessary units of segregation:

81+00	to	82+10	on the right, narrow roadway, high embankment	110.0'
80+75	"	87+50	" " left, sharp curve, high embankment ——	675.0'
88+00	"	90+50	" " " " " " "	250.0'
180+00	"	186+00	" " " [illegible] "	600.0'
192+25	"	192+50	" " right, flat [illegible] bridge approach ——	25.0'
195+00	"	195+50	" " " " " " "	50.0'
200+00	"	192+50	" " left, " " high embankment ——	657.0'
348+00	"	348+75	" " [illegible]	75.0'
352+00	"	353+00	" " " " " " "	100.0'
357+00	"	358+00	" " " " " " "	100.0'
362+50	"	363+50	" " " " " " "	100.0'
388+00	"	390+00	" " " high embankment, narrow roadway	200.0'
394+00	"	395+50	" " " " " " "	150.0'
400+00	"	401+50	" " " " " " "	150.0'
407+00	"	408+50	" " " " " " "	150.0'
412+00	"	413+50	" " " " " " "	150.0'
415+00	"	439+00	" " " " " " "	2400.0'
			Total Lineal Feet	5942.0

If possible, the contract for this should come up at the next Highway Commission meeting where bids are to be received.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

11PC

OREGON STATE HIGHWAY COMMISSION

Arlington, Oregon Oct, 26th, 1920.

Blalock-Arlington Section
Columbia River Highway
Gilliam County.

Subject, Guard rail.

Mr. J. H. Scott,
Division Engineer
The Dalles, Oregon

Dear sir,

Per your verbal instructions of the 24th inst, I am transmitting a report on the amount of Guard Rail required on this section.

I find that it will not be practical to construct a masonry guard wall on that part of the present wall alongside of the railroad between stations 415-00 and 439-00 as you suggested as the shoulders of road bed are from one to five feet above the top of wall, the distance shown on report covers a contineous rail between these stations, this may be placed in section.

Very truly,

F. K. Gettins

F. K. Gettins.

RECEIVED
OCT 28 1920
Ans'd

Jan. 11, 1920.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File PR-44

Dear Sir:

We are in receipt of your letter of Jan. 7th in regard to the delay in the submission of final estimate for the graveling of the Blalock-Arlington Section, and have noted what you say in regard to this matter.

It should not be overlooked, however, that when a contract over-runs its time limit, the Engineer has just that much more time during the progress of the work to keep his records up-to-date. We cannot understand why, on a surfacing job, any difficulty should be experienced in keeping the few records which are required, up to the minute at all times, and ready to send in the day the last load is dumped. In any event the notes would have to be in a very poor shape if one man could not easily prepare all records required to be submitted in connection with a surfacing job in a week's time.

We have brought this matter up, not to criticise the work of Mr. Gettins, but to call to your attention the fact that apparently unreasonably delays are occurring in the submission of final estimate data. We believe that the Division Engineers can very greatly improve this situation by impressing upon their Resident Engineers the importance of keeping their work in shape and ready for finalling immediately after the completion of the contractor's operations. We believe, too, that some of the Residents intentionally string out the work on final estimates as a means of holding themselves on the payroll for a longer period.

You will appreciate the fact that it is our office that is placed in an embarassing position on account of these delays, as the work is in our hands about the time the contractor begins to feel very much peaved at the delay in final settlement. On account of vouchers having to be signed by the Commissioners, it is impossible to make payment to the contractor within two or three weeks after the final has been checked and is ready to voucher. When the field records must be returned for correction, the time required for checking adds up to anywhere from two to eight weeks. Naturally after waiting from three to six months for final settlement, a contractor figures that something is wrong with our office system, and we get the blame regardless of whether or not we are at fault.

Anything you can do to get these finals submitted promptly will certainly be appreciated.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

SHP [illegible] [illegible]

HERBERT NUNN
STATE HIGHWAY ENGINEER

ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

92F - Estimates.
File 55.

The Dalles, Ore., Jan. 7, 1921.

JAN 8 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

NOTED
H.N.

Dear Sir:

Referring to your letter of January 6th, File P.R. No. 4, in regard to the delay in final estimates for gravelling the Blalock-Arlington Section, ordinarily a gravelling final should only take a few days after the job has been completed. You will note that Mr. Gettins' estimate has been made out in great detail, and includes everything that could be asked for in a final estimate. I know he expected to complete all of his work about the middle of November, but in the Arlington-Morrow County line records a mistake developed at the very beginning of the mass haul diagram, and this had to be made over, changing all distribution after this had once been completed.

Further in regard to the final estimate on some of the jobs where the contract dragged along several months past the contract date of completion, I am permitting the Resident Engineer to use a very small force, say themselves and one man, in getting out these finals. This in order to hold on to the men, and as the contractor over-ran the time and caused us a considerable and unnecessary addition to our engineering expense, I do not see that we should further increase the expense by putting on more men in order to clean up the final quickly.

ANSWERED
S. H. Probert

SHP

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

Jan. 6, 1921.

NOTED
H.N.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File PR-44

Dear Sir:

We are today in receipt of the final estimates for the graveling of the Blalock-Arlington Section. This work was completed on November 10th and we note that almost two months' time was required for the preparation and submission of the final estimate therefore. It would appear that a final estimate on a surfacing job would not require over one week for preparation and submission. Is there any excuse for a delay of this kind?

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:ET

Jan. 6, 1921.

Mr. A. A. Kirkwood,
Resident Engineer,
Dayville, Oregon.

File PR-42

Dear Sir:

We are returning under separate cover the cross-section notes and final estimate of the Echo-Pendleton Unit #2 Section. Also enclosed herewith is a list of itemized notations of differences we have found in our final check of this work. These notations will be self-explanatory when compared with your final notes.

We wish you to go over all these items and where you cannot check our figures explain your method and show fully and definitely why you vary, and how your results are obtained. A red-penciled statement inserted in your notes to the effect that the computations in question were checked by yourself and re-checked in the Baker Office is not sufficient proof of the correctness of your figures against any differences we might find. We are making a re-check of your final records in this office, as with all jobs that are finaled, and will expect you to explain fully any differences we may find, or check our results.

We seem to make the greatest variance from your figures in mile 20. Where you have raised and lowered the grade line and used a subtractive or additive quantity to correct the original area, it is not clear what you have added, or what you have subtracted. The classification shown in classification book and that indicated on computation sheets do not agree, and the classification for the mile as made up from either of the above vary considerably from the results you show.

Please go over these items carefully, clearing up all differences and making the necessary changes in your estimate. Do this as soon as possible as final settlement is being held up pending this final check.

Very truly yours,

HERBERT NUNN
State Highway Engineer,

By

Office Engineer.

Dic. by F. D. Eason,
ET

44

OREGON STATE HIGHWAY COMMISSION

11PC - Final Estimate.
File 46.

The Dalles, Ore., Jan. 4, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

— We are enclosing herewith final estimate on Contract 251. The rock tickets and distribution charge are going forward by express today in separate package. — Enclosed also is Estimate No. 1 for work done by Forest W. White, in connection with the grading, approaches to the Willow Creek Bridge, building bulk heads, and placing rip rap, etc., as outlined in his proposal under date of October 7, 1920, and approved by letter from yourself under date of December 10, 1920, wherein you state that charges for this work should be made under 11DC, Account No. 431.

Respectfully yours,

J. H. SCOTT,
Division Engineer.

JAN 5 1921

AMA:kl
Encls.

By

December 18, 1920

National Surety Company,
c/o E. P. Welch, Agent,
Portland, Oregon.

Dear Sirs:

The purpose of this letter is to advise you that it is the intention of the State Highway Commission to make final payment to Oskar Huber, who holds contract No. 258, covering the Blalock-Arlington Section of the Columbia River Highway.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

Form 39

Maintenance

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Blalock - Arlington

Date December 11, 1920

Week from Dec 6 to Dec 11

Highway Columbia River

Job Prefixes 11 M A 3

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Gilliam

Survey will be completed about

Number in party

Camp location

Mail address Arlington Oreg

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

8- 2 men used cleaning Ditches + Culverts
Traveled 16 miles

9- 2 men used cleaning Ditches + Removing slides
Traveled 16 miles

10- Draged Road 1/2 Day over 13 miles Total
miles traveled 18 2men used cleaning
Ditches + Culverts

11- Draged 19 miles Road 2 men used cleaning
Ditches

Signed O.E. Fisk

Title Maintenance Foreman

LKB/fm

py for St[illegible] Highway De

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

December 6, 1920.

Mr. C. H. Purcell,
U. S. District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are triplicate copies of proposed agreement to cover Oregon project No. 44 for the signature of the Highway Department. You will observe that these copies have already been signed by the Acting Secretary of Agriculture. After they are signed by the State Highway Department they should be returned and the copies will then be compared and distributed in the usual way with the copies of the certificate.

Very truly yours,

Chief Engineer.

Enclosures.

No. 44 - BLALOCK-ARLINGTON SECTION, COLUMBIA RIVER HIGHWAY.

LEB/fm

Form 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Blalock-Arlington **Date** Dec. 4th, 19

Week from Nov. 27 **to** Dec. 4

Highway Columbia River **Job Prefixes** 11-P.C

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Gilliam

Survey will be completed about **Number in party**

Camp location Arlington, Ore

Mail address " "

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Will complete finals Dec. 10th

NOTED
GLAISYER

Signed H.L. Gettins

Title Res. Eng.

December 4, 1920.

Hartford Accident and Indemnity Co.,
Hartford Building,
San Francisco, Calif.

File PA-44

Gentlemen;

We are in receipt of your letter of the 29th ult. making inquiry regarding the surfacing of the Blalock - Arlington Section of the Columbia River Highway in Gilliam County, your bond $215,773.

This work is completed at the present time and the final notes are in the course of being checked. If you will write us again at a somewhat later date, we will be very pleased to advise you of the amount of total payments to the contractors.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dictated by J. [illegible]. DeSouza,

ET

Manager

R. M. BISSELL, *President*
CHAS. E. CHASE, *Chairman Board of Directors*

D. J. GLAZIER, *Recording Secretary and Treasurer*
W. G. FALCONER, *Assistant Secretary*
J. COLLINS LEE, *Assistant Secretary*
R. C. L. HAMILTON, *Comptroller*

HARTFORD ACCIDENT AND INDEMNITY COMPANY
HARTFORD, CONNECTICUT
PACIFIC DEPARTMENT
HARTFORD BUILDING, SAN FRANCISCO

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
Manager

PLEASE ADDRESS YOUR REPLY TO
FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES
SUPERINTENDENT

RECEIVED
DEC 1 1920
STATE HIGHWAY ENGINEER

SAN FRANCISCO, November 29, 1920.

PR-44

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: Bond #215773 - Porter & Conley.

This bond which is dated April 8, 1920, guarantees a contract for surfacing Blalock Arlington Section of the Columbia River Highway, at a contract price of $44,825.00.

We would like to inquire whether same has been completed and accepted, and if so - what is the amount paid to the contractor. If not completed - what is the present status?

Yours very truly,

Nov 6
Compl at present
final coming

Assistant Supt. Surety Department.

AWH.FM
Encl.

October 14, 1920.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Ore.

File 11PC

Dear Sir;

This will acknowledge receipt of force account orders Nos. 3, 4, 5, & 6, [illegible], under contract No. 251 covering force account work in connection with the work between Blalock-and Arlington.

From Mr. Gettin's letters which were attached to these orders it appears that he understands that these charges will be made against the grading rather than the surfacing. According to our practice this will not be possible. We consider that when a grading job is accepted as completed, that the job is closed, and no further charges are made against same. It will be necessary that the force account work covered by these orders be considered as a part of and carried against the macadamizing work. The handling of work of this kind in this manner is entirely regular and is satisfactory to this office.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

FORM 4 8M-7-20

S. BENSON, PORTLAND, CHAIRMAN
R. [illegible] BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

92F - Force Account Bills.
File 53.

The Dalles, Ore., Oct. 12, 1920.

PR
44

RECEIVED
OCT [illegible] 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

11PC

Dear Sir:

Herewith Force Account Orders Nos. 3, 4, 5, 6, and 7, covering work to be done by Porter & Conley on the section between the Morrow County Line and Blalock. Also attached please find letters from Mr. Gettins explaining in some detail each of these bills.

FORCE ACCOUNT ORDER NO. 3. Force Account Order No. 11PC No. 2, signed by Mr. Baldock, is recinded, and No. 3 ordered in its place. The work is too far along, and developes several situations very difficult to take care of if we revised the line at this time, as suggested by Mr. Baldock. Therefore I am holding to the present line. The item of 1,500 yards removing sand blow from the cut 51 to 63, has been a serious item, and as the oiling outfit is at this point now I feel sure that we can control the sand after we get it cleaned out of the cuts again.

FORCE ACCOUNT ORDER NO. 4. Apparently there was a slight error in the location of the wing of the bridge or cattle pass at 42+60, or a slight change in the channel since the bridge was built. It was necessary to put in a small amount of dry wall in order to protect this wing. Also at this place until finishing is done, there will undoubtedly be considerable difficulty in holding the sand fill, so we are covering the slopes with rock. This is being taken from a spoil bank wasted above grade by steam shovel on original contract. It is also a great advantage to have this spoil bank removed, as it makes a pocket in which sand settles on our road bed.

FORCE ACCOUNT ORDER NO. 5. Removing slides. The material here seems to be rather a course compacted sand over solid rock. The slope left at the completion of the grading contract was fairly steep. Since then the wind has been whipping this sand material out, and has it now practically clean down to solid rock. These slides in short places extend to the center line, or further, and it is necessary to remove them at this time in order to complete the graveling of the section.

FORCE ACCOUNT ORDER NO. 6, Repairing Culvert at Sta. 344+40. This culvert ordinarily carries no water, but in the severe storm last winter was washed out, and has to be replaced and a new headwall constructed. This culvert is entirely too small for this area, and sometime within the next year a larger culvert or short span bridge will have to be provided in place of the culvert.

FORCE ACCOUNT ORDER NO. 7. This bill was authorized by Mr. Bennett, but apparently the order was never made out, as Mr. Bennet obligated the Department verbally, recommending that this bill be passed.

A number of these bills have been put up to me as maintenance, but my interpretations are that they are to be charged back to construction, or perhaps some to surfacing, and it is my intention to only request maintenance orders where the surfacing has been completed and the road opened for travel. I think that these bills will clean up all of the extra work that will develop on this work.

Respectfully yours,

J H Scott

J. H. Scott,
Division Engineer.

JHS:kl
Encls.

By

OREGON STATE HIGHWAY COMMISSION

PR ✓✓

Arlington, Ore, October 7th, 1920.

Subject, Extra work order or maintaince.

Mr. J. H. Scott
Division Engineer
The Dalles, Oregon.

Dear sir,

I am transmitting herewith extra work order covering work on the grade of the Blalock-Arlington Section, as this order covers work that should have done at thetime of construction I beleive that it should be done as extra work and not as maintaince for the reason it was omitted at the time the grade was made.

The dry wall is necessary to divert the waters of creek that flows through cattle pass, The rip rapping of the embankment at this cattle pass is necessary to protect the fill against erosion of the winds as this is in an exposed place and the fill is composed of blow sand.

The placing of the rock covering on the slopes of the fill between sta 44 and 51 is necessary as this entire fill is composed of blow sand, The rock to be used on the proposed covering will be taken from the spoil bank thrown up by the shovel at station 52 and the removal of this spoil bank will daylight at least part of this troublesome cut.

What prefix and account number will this be carried under.

Very truly,

F K Gettins

F. K. Gettins.

JHS /

P.S.
See circular letter
No 60 Oct. 2, 1920

E. T. JOHNSON, PRES. AND TREAS. PHONE MAIN 4464 H. M. JOHNSON, SEC'Y AND MANAGER

JOHNSON CONTRACT COMPANY

GENERAL CONTRACTORS
311 LUMBER EXCHANGE BLDG.

PORTLAND, OREGON. 10/9/20

RECEIVED
OCT 11 1920
STATE HIGHWAY ENGINEER

Mr. Roy Klein, Secy.
Salem, Oregon
Dear Sir:-

Not getting reply to my letter and needing the money so badly I have detached the release and signed the enclosed voucher as payment on account.

In some way the per centage on the first item here $178.21 was over looked, then the retained per centage on the force account work was over looked and of course the $1000.00 we want.

I take these vouchers to Mr. Benson's office to get signed so as to get his signature. He was not in the city today, but Mr. Rosenthal was there and I told him I had detached the release and why. He asked why it was I have so much trouble and no one else has any at all. You see the position this puts me in and not my fault. If Mr. Elwell had notified me each month what he cut and why I could have made up the bill you want now, or better yet had it rectified as we went along. As it works I am not only kept out of my money but gain the name of a trouble maker. That is not fair and I hope we can get to the end of it. It may take time and trouble, but any one with $1000.00 justly due them, no reason for not paying, would naturally want their money.

Respectfully

Johnson Contract Co.
by E. T. Johnson
E. T. Johnson

PR
XX

OREGON STATE HIGHWAY COMMISSION

Arlington, Oregon Oct, 6th, 1920.

Subject, Extra Work Orders or Maintaince.

Mr. J. H. Scott,
Division Engineer
The Dalles, Oregon.

11PC

RECEIVED
OCT 12 1920
Ans'd

Dear sir,

I am transmitting herewith extra work order covering the repair of pipe culvert on the Blalock- Arlington Section, This work was under question as to what it would be maintaince or to be charged to the original construction work, the original Prefix was 11-GA-GB, As this was faulty construction and poor design to carry the waters of this canyon I do not beleive it should be charged to maintaince. ✓

Also find enclosed order 3 covering grade repairs and the removal of sand from thor cut near Blalock, The damage done to the embankment by the windon these stations was done after the contract for the surfacing was let and should be charged to the gradeing. ✓

The sand blow in the cut from sta 51 to 63 comes from large sand dune adjacent to the thor cut and as the alignment is poor one and should have been constructed to the left of the present line which would have given a daylighted line causing the sand to drift accross the roadway, The cost of the removal of sand should be charged to construction and not to maintaince. I beleive that when the sand dunes are properly oiled it will hold the sand and that it will not be necessary to make line change as suggested by Mr. Baldock which would cost approximately $1350.00. ✓

Also find enclosed work order covering the removal of slides from sta. 72-73, 74-75, 76 77, 78-79, 87-88. These slides are also due to faulty construction in that the slopes were too near vertical to carry the loose character of the earth, It is necessary that these be removed at once as they retard the l laying of the gravel, ✓

I am at a loss just what this work should be carried under maintaince or extra work, if extra work what prefix and account number. ✓

Very truly,
F K Gettins
F. K. Gettins.

J H Scott

P.S
See circular Letter
No 60, Oct. 2, 1920

Copy for State [illegible]way Depart

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO.____

Distri[illegible]
204 Post [illegible]
Portland, [illegible]

Oct 6 20
(Date)

Dear Sir:-

We have today recommended to the Chief of Bureau the approval of the plans, specifications and estimate for Oregon Federal Aid Project number 44.

We are sending you, herewith, two copies of the agreement estimate which will be used as the basis of the project agreement.

Very truly yours,

(Enclosures)
2 copies agr. est.

Chief Engineer.

State 25,520.00
Govt 25,520.00
$51,140.00

PR
LL

OREGON STATE HIGHWAY COMMISSION

Arlington, Ore. Oct, 6th, 1920.

11-PC
Subject, Maintaince Orders.

Mr. Herbert Nunn
State Highway Engineer
Salem, Oregon.

RECEIVED
OCT 8 1920
STATE HIGHWAY ENGINEER

Attention Mr. Probert.

Dear sir,

Reference your letter of September 30th in the matter of the proper maintaince orders on the Blalock-Arlington Section, I beg to advise the Mr. Scott has gone over the work and will give me the necessary instructions as to how the work will be handled and payment for same will be made.

Very truly,
F. K. Gettins
F. K. Gettins.

DHP.

September 30, 1920.

F.A. #44

Mr. F. H. Gettins,
Resident Engineer,
Arlington, Ore.

Dear Sir:

We have your letter of Sept. 28th, with further reference to certain work orders recently issued in connection with the surfacing of the Blalock-Arlington section.

We had not noticed that you intended the force account work under two of these orders to be handled as maintenance work, due to the fact that the orders were clipped together at the top so that your note was not in evidence.

If this work is to be handled as maintenance work, it will be necessary that the proper maintenance orders be issued by the Division Engineer. We are accordingly writing to Mr. Baldock requesting that these orders be issued, and we would request that in the meantime you hold all bills in connection with force account work under the three orders recently submitted until it is definitely settled as to how the payment for the work will be handled and until the proper orders have been issued.

Very truly yours,

HERBERT NUNN
State Highway Engineer.

by

Office Engineer.

SHP:GM
Enc

September 20, 1920.

7.a. #44

Mr. R. H. Baldock,
Division Engineer,
LaGrande, Ore.

Dear Sir:

Since writing you a day or two ago in regard to a force account order issued by Mr. Gettins, covering the construction of certain embankment between Station [illegible] and Station [illegible] of the Blalock-Arlington section, we have learned that the embankment material was left piled upon the adjacent roadbed by Contractor E. E. Johnson under a prior contract. It will be necessary, therefore, that if this material is moved by Porter & Conley that we allow them force account upon same. Kindly, therefore, disregard our previous letter in regard to this matter.

There seems to be some confusion in regard to the work covered by the last three force account orders issued by Mr. Gettins in connection with the Blalock-Arlington work. Mr. Gettins has entered at the top of two of these orders that the work is maintenance work. If the work involved under these two orders is to be handled as maintenance, it will be necessary that the proper maintenance orders be issued at once, and that the payments under these orders be made separate from the payments covering work under Porter & Conley's surfacing contract. It would appear that the work under any one of the three force account orders could be handled either as maintenance work or as extra work under the surfacing contract and the decision in this regard will be left to you.

We are writing Mr. Gettins today to hold all bills covering work under these orders until this matter is completely settled and the proper orders issued. We are enclosing herewith a copy of our letter to Mr. Gettins, together with two of the original orders. The third order was sent to you along with our letter of a few days ago.

This matter is being referred to you due to the fact that Mr. Scott has not yet taken over his division, and also due to the fact that you are more familiar with the conditions than Mr. Scott.

Very truly yours,

HERBERT NUNN
State Highway Engineer.
by

Office Engineer.

[illegible]
[illegible]

OREGON STATE HIGHWAY COMMISSION

Sept. 27, 1920.

Mr. F. K. Gettins,
Resident Engineer,
Arlington, Ore.

File PR-44

Dear Sir:

We are in receipt of three orders for extra work in connection with the surfacing of the Blalock-Arlington Section, Contract No. 251.

We note that you have assigned the No. 1 to each of two of these orders. Kindly correct this and advise us as to the change which you make.

Order No. 2 covers several different classes of construction. It would be much more convenient for our office if separate orders would be issued for each class of work involved due to the fact that only in this manner will we be able to determine the expenditures for each class of work. Unless it would be impracticable for you to segregate your force account bills, we would suggest that you issue separate orders covering dry wall construction, rip rapping, broken stone covering for slopes, and grading.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET
c. c. to R. H. Baldock,
LaGrande, Ore.

STATE HIGHWAY COMMISSION

Arlington, Oregon, Sept. 28, 1920.

11-PC
Subject, Extra Work Orders.

SEP 30 1920

File PR -44

Mr. Herbert Nunn,
State Highway Engineer
Salem, Oregon.

Attention Mr. Probert.

Dear sir,

Reference your letter of the 27th inst, in the matter of Extra Work Orders on the Blalock-Arlington Section, Contract No 251.

I was disected by Mr. Bennett to draw a extra work order covering grade and line revision and assigned to it No. 1. The second No. 1 mentioned in your letter is a maintaince order as shown at the top of sheet and should be charged as such.

Order No. 2 covering different classes of work is also a maintaince order, also shown at top of sheet. In as much as the material for the dry wall, loose rip rap and stone covering were taken from the roadway and removed by the teams at the time slides were removed and grade repairs made I beleive it would be impracticable to issue seperate orders covering these items, however I will make a close return of the cost on these different classes of work.

Very truly,

F. K. Gettins

F. K. Gettins.

ANSWERED
S. H. Probert

Sept. 15, 1920.

Mr. F. K. Gettins,
Resident Engineer,
Arlington, Oregon.

File PR-44

Dear Sir:

In response to your request of Sept. 11th for the construction engineering costs to date on the surfacing of the Blalock-Arlington Section, please be advised that they are as follows up to and including Sept. 14th, 1920.

Prefix	Item	Amount
341	Salaries (Construction Engineering)	$ 1,982.36
343	Transportation	6.50
344	Automobile operation & upkeep	131.34
345	Engineering supplies & equipment	30.67
346	Rental of Quarters & Camp Expense	59.04
347	Advertisements for bids and cost of plans	4.20
349	Miscellaneous charges	9.63
361	Salaries (Bridge Engineering)	229.19
362	Board & Lodging	.75
367	Blue Prints, Advertisements for bids, etc.	7.74
369	Miscellaneous charges	3.00
	Total	$ 2,464.42

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by H. B. Glaisyer,
ET

OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP 14 1920
STATE HIGHWAY ENGINEER

Arlington, Oregon September, 11,1920.

11-PC
Subject, Engineering cost.

Mr. Herbert Nunn,
State Highway Engineer.
Salem, Oregon.

Dear sir,

Request that I be furnished at an early date the amount of construction engineering cost to date on the surfacing of the Blalock-Arlington Section of the Columbia River Highway.

Very truly,

F. K. Gettins

F.K.Gettins.
Resident Engineer.

1763.55 to [illegible]

6.50
[illegible]
53 [illegible]
3.00
7.74
[illegible]63.55

to Sept 14
475.36

17.90
2.34
5.75

1.78
177.74

Grand total to Sept 14
2464.42

ANSWERED
H. B. G

Sept. 10, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-44

Dear Sir:

We are today sending to you under separate cover the detailed plans for the surfacing of the Blalock-Arlington Section of the Columbia River Highway, Federal Aid Project No. 44.

We are also enclosing herewith five copies of the detailed estimate which we desire to have used as a basis for the project agreement.

You have already been supplied with copies of the special provisions and contracts for this work.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer,

SHP:ET
Enc.

OREGON STATE HIGHWAY DEPARTMENT OREGON FEDERAL AID PROJECT NO. 44

BLALOCK-ARLINGTON SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as basis for Project Agreement. Based on Contract Prices.)

9.21 Miles of Surfacing. Salem, Oregon, Sept. 10, 1920.

Quantity	Item	Unit Price	Amount
19,200 Cu. Yds.	Broken Stone or Crushed Gravel Surfacing	2.25	$ 43,200.00
200 "	Talus Sub-Surfacing	1.00	200.00
6,000 Mile Yds.	Payhaul	.50	3,000.00
	Sub-Total		$ 46,400.00
	10% Engr. & Cont.		4,640.00
	TOTAL		$ 51,040.00

Cost per Mile $ 5,541.80

State Funds Available	$ 25,520.00
Federal Aid Requested	25,520.00
	$ 51,040.00

Federal Aid Recommended$ ______________

JWD

PR
44

OREGON STATE HIGHWAY COMMISSION

Arlington, Oregon August 28th, 1920.

11-PC
Subject, P.R.44

Mr. Herbert Nunn
State Highway Engineer
Salem, Oregon.

Attention Mr. Probert.

Dear sir,

I am forwarding to you under an other cover profile showing the extension of the Blalock-Arlington, Section Columbia River Highway, through the town of Arlington.

Very truly,

Fred K Gettins

Fred K. Gettins.

Rec'd
HWP

AUG 30 1920

August 25, 1920.

Mr. F. K. Gettins,
Arlington, Oregon.

P. R. -44

Dear Sir:

We are in receipt of your letter of the 23rd inst relative to limits of the Blalock-Arlington surfacing, which you state extends through the town of Arlington to Station 469/22.6. You will note that our previous letter called your attention to the fact that the profile was carried only to Station 449. You will please furnish us with a profile covering that portion from Station 449 to the end of the project as soon as possible. It is imperative that we receive this with as little delay as absolutely necessary, as this is a Federal Aid Project and the approval and co-operation of the Bureau of Public Roads cannot be received ~~and~~ on any work done prior to the date of approval of the plans and specifications.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer,

Dictated by J. W. DeSouza,
ET

OREGON STATE HIGHWAY COMMISSION

Arlington, Oregon, August 23, 1920.

11-PC
Subject, Maps and surfacing.

Mr. Herbert Nunn
State Highway Engineer
Salem, Oregon.

Attention Mr. DeSouza.

Dear sir,

Reference your letter of the 20th inst, in the matter of the location of China Creek on the line map of the Blalock-Arlington section, Columbia River Highway, beg to advise that this map was made by Mr. C.C.Seeley, Resident Engineer under whos supervision the grading work was done, I have no knowledge of correction, errors or omissions on this map except those made in red and as directed by Mr. Bennett.

The termni of the Blalock-Arlington surfacing equals station 469-226 which would carry the surfacing through the town of Arlington, This was directed by Mr. Bennett, our Division Engineer who informed me that this additional distance was to be added on to the original map, I would respectfully refer you to contract 251 which calls for 8.9 miles surfacing being sufficent milage to cover the additional distance through Arlington.

449

Very truly,

Fred K. Gettins

AUG 25 1920

Fred K. Gettins.

ans Jno

P82
44

July 30, 1920.

Mr. M. O. Bennett,
Division Engineer,
Box #39,
Pendleton, Oregon.

Dear Sir:

We are surprised to note that the payments to Oskar Huber for the grading of the 3,500 ft. on the Blalock-Arlington Section has already amounted to considerably over $4,000.00. As we remember, it was represented to us at the time this work was first considered, that the cost would be somewhere in the neighborhood of $500.00. Your attention is called to the fact that the expenditures already amount to approximately $1,000 per acre for the Right-of-Way involved, and it seems that an adjustment could have been made with the property owner on the original location for a sum not to exceed that amount. Kindly advise us as to whether or not it has been necessary to take on some additional work not contemplated when the agreement was first made.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

NOTED
C. C. KELLEY

PP
44

PORTER & CONLEY
INCORPORATED
RAILROAD CONTRACTORS
810 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

July 15, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are returning herewith Oregon State Highway Commissioner's bill dated July 13 for rental of truck #286 during the month of June & July with notation that the amount is to be deducted from Contract #251 which is the Blalock-Arlington graveling contract. We wish to advise that this truck was used on the Arlington Morrow County line graveling Gilliam County, Contract #173. Will you kindly see that correction is made and that the attached bill is deducted from the later contract as it makes quite a difference in our accounts?

Yours very truly,
PORTER and CONLEY, INC.

MMM.

ans'd

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

June 16, 1920.

Engineering - Post Roads,
Oregon F.A. 44.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

On June 12th, 1920, our representative, accompanied by your Resident Engineer, made an inspection of Oregon Federal Aid Project No. 44, and went over the line and grade revisions suggested in our letter of April 26th. It was agreed that the proposed changes at Sta. 51 to 56, 200 to 212, and 249 and 251 would be made as suggested.

From Sta. 121 to 123 it was agreed that some modification of the existing grade line could be made when the subgrade is prepared for surfacing. From Sta. 212 to 223 some modification of existing grade line to be made at the same time, as the present grade will require considerable refinishing anyway, due to action of wind on the light soil at this point.

At Sta. 251 to 265 such change as is possible without involving expensive rock excavation to be made.

At Sta. 307 to 314 the condition is so bad that we believe we are justified in asking that the change be made in spite of the extra cost. This is a very abrupt break in grade which should never have occured as material was wasted from the rock cut which should have gone into the fill. While it is hardly practicable to place the wasted material in the fill at this time, the sag can be helped very materially by raising the grade at least two feet with borrow material and possibly cut down the summit a little

We are pleased to note that in addition to the changes already agreed upon you have been able to make a change in alignment at Station 350 from a 40 degree curve to one of 20 degrees.

Very truly yours,

C H Purcell

District Engineer,

Noted
[illegible]

FORM 4A 1M-4-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 44

11 PC

PENDLETON, June 14, 1920.

Subject: Alignment map.

JUN 15 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Dear Sir:

By express we are sending today alignment map of the Blalock-Arlington Section of the Columbia River Highway in Gilliam County. We have shown the revision on the first mile in red.

Very respectfully,

Manche O. Bennett

Manche O. Bennett,
Division Engineer.

WCC/B

Noted
HBP

Sent to [illegible]

June 10, 1920.
File P.R. No. 44

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

In your letter of April 27th, transmitting the final records for the Blalock-Arlington Section, you state that the alignment map for this Section will be forwarded as soon as Mr. Seeley has completed a revision to be made immediately east of Blalock. We have been awaiting the arrival of this map for some time, for use in connection with the Federal Aid Plans for the graveling of this Section. Kindly advise us as to when this map can be sent in.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-MM
C.C. to C. C. Seeley

E. W. LAZELL, PH.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

NOTED
H.N.

PR 44

June 8, 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Referring to test on gravel for use on the Blalock-Arlington Section of the Columbia River Highway, your Laboratory No. 590, I would state that these results were taken up with Mr. McKesson of the Office of Public Roads and he states that the gravel is suitable for use in gravel macadam road and that he had so reported to Washington. This I think closes this subject.

Very truly yours,

E. W. LAZELL

By

EWL/Y

---

excavation from embankment and assuming the difference represents the borrow. This method is at best an approximation, and is contrary to our instructions that borrow is to be measured in excavation. There are, of course, cases where borrow pits are necessarily irregular and impossible to measure accurately, in which event the method followed by you must be accepted, but this would seldom apply to all borrow pits on a job the size of the Blalock-Arlington work. It is too late, now, of course, to make any change in this method of determining borrow quantities, but we question your practice of allowing 20% shrinkage on your embankment quantities . It appears that this 20% shrinkage has been applied regardless of character of material, much of which is classified as 100% solid rock. On many of our Eastern Oregon jobs, where the percentage of rock is much less than on the Blalock-Arlington, a 10% shrinkage has been figured. This may not be enough for your work, but it seems that an average of 15% would be generous. Cutting the shrinkage to 15% would reduce the borrow quantities between 3,000 and 4,000 cubic yards.

Another item which would affect your borrow quantities materially is the fact that you have apparently figured that the excavation below sub-grade has been moved out into the embankment. If this was done, an equivalent amount of material must have been back-filled. We are not positive that this practice has been followed throughout, but it seems to have been in several instances.

Another feature which does not appear to be in accordance with good practice is that according to your cross-sections, solid

CF   R.F

June 1, 1920

Mr. C. C. Seeley,
Quinock, Oregon.

Dear Sir:

There are a few things in connection with your final estimate for the Blalock-Arlington work which we desire to call to your attention. Some of these materially affect the estimate quantities, and as they are not in full accord with our regular practice, we should have a statement from you as to your reasons for making the allowances which you have.

The item involving the largest quantities is that of borrow. It apparently has been your practice to estimate borrow quantities by subtracting excavation from embankment and assuming the difference represents the borrow. This method is at best an approximation, and is contrary to our instructions that borrow is to be measured in excavation. There are, of course, cases where borrow pits are necessarily irregular and impossible to measure accurately, in which event the method followed by you must be accepted, but this would seldom apply to all borrow pits on a job the size of the Blalock-Arlington work. It is too late, now, of course, to make any change in this method of determining borrow quantities, but we question your practice of allowing 20% shrinkage on your embankment quantities. It appears that this 20% shrinkage has been applied regardless of character of material, much of which is classified as 100% solid rock. On many of our Eastern Oregon jobs, where the percentage of rock is much less than on the Blalock-Arlington, a 10% shrinkage has been figured. This may not be enough for your work, but it seems that an average of 15% would be generous. Cutting the shrinkage to 15% would reduce the borrow quantities between 3,000 and 4,000 cubic yards.

Another item which would affect your borrow quantities materially is the fact that you have apparently figured that the excavation below sub-grade has been moved out into the embankment. If this was done, an equivalent amount of material must have been back-filled. We are not positive that this practice has been followed throughout, but it seems to have been in several instances.

Another feature which does not appear to be in accordance with good practice is that according to your cross-sections, solid

GF R.F

rock cuts have been taken out on one-to-one slopes. Also, your profile shows a very uneconomical distribution of quantities. Materials have been hauled in the wrong direction, and considerable borrow occurs within economical overhaul distance of waste material. In one case this involves 1,200 yards of borrow. On the job as a whole there is approximately 17,000 cubic yards of waste, and 6,000 cubic yards of borrow.

In your letter of April 25, 1920, to Mr. M. O. Bennett, copy of which has been forwarded to us, you state that you had an agreement with the contractor to the effect that borrow would be allowed only where comparison of the embankment quantities plus shrinkage, with the excavation quantities within economical haul distance would show borrow to be necessary. This practice apparently was not followed.

Of the features mentioned above, probably only three are now subject to change. Before we proceed further with the recheck of quantities in detail, we would like to have you advise us as to the following:

(a) Are you satisfied that the contractor is entitled to borrow based upon 20% shrinkage of materials regardless of classification?

(b) Should any part of the excavation below subgrade be considered as used in the construction of embankment?

(c) Under your agreement with the contractor, would we be correct in refiguring your borrow quantities based upon the most economical paper distribution of quantities?

Kindly let us hear from you at once, as Mr. Johnson, the contractor, is very anxious to receive his final payment.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

y

Office Engineer.

[illegible]

Cr Br

PR #4

June 1, 1920.

Mr. F.O.Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We have your letter of May 25th, in regard to changes in grade and alignment as recommended by the Bureau of Public Roads in connection with the Blalock-Arlington Section. It would appear from this letter that at least 50% of the changes recommended do not appear to you to be advisable. As you do not give ~~[illegible]~~ your letter detailed information as to why you advise against these changes, we are no basis to make objection ~~thereto~~ to the Bureau of Public Roads. We are accordingly writing to the Bureau of Public Roads, a copy of our letter being enclosed, asking them to arrange for a field inspection to be made by one of their representatives in company with yourself. This seems to be the only way by which an agreement in regard to these changes can be reached.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

C.C. to F.K. Cottins

June 1, 1920.
File: P.R. No. 44

Mr. C.H Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of April 26th, recommending certain changes in grade and alignment in connection with Federal Aid Project No. 44. This matter has been referred to our Division Engineer Mr. Bennett, and he recommends against several of the changes suggested by you. As his reasons for not wishing to make some of these changes cannot be fully covered by letter, and can best be considered in the field, we will request that you arrange to have one of your engineers make an inspection of this work in company with Mr. Bennett, and come to a definite agreement as to what changes must be made. Mr. Bennett can be reached by telephone or telegraph at Pendleton.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

C.C. to M. O. Bennett,
F.K. Nettins

Gr

June 1, 1920.

Mr. F.X. Gettins,
Arlington, Oregon.

PR
44

Dear Sir:

We have your letter requesting that we furnish you with the transit and level notes for the Blalock-Arlington Section at an early date.

We fail to find either the transit or level notes among the information which we have in this office, and we do not believe that these notes were submitted along with other final data. Would suggest that you communicate with Mr. C.C. Seeley in regard to these notes, and if he does not have them, would suggest that you write to Mr. Bennett in regard to them. It is very possible that these notes were submitted to the Pendleton office, by Mr. Seeley, and held in that office.

The cross-section notes which we have, show the ground and grade elevations at each station, but do not give the elevations of any bench marks.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

P. S. It will be necessary for us to retain the cross-section notes until the check of the final quantities is completed, which may be as much as two weeks longer, due to the fact that a number of Discrepancies have been found which must be referred back to the Resident Engineer.

FORM 4A 1M-4-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
E. J. KIDDLE, ISLAND CITY
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 44

11 PC

PENDLETON, May 25, 1920.

Subject: Grade changes,
Blalock-Arlington.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

According to your letter of April 27th, I have made field inspection of the Blalock-Arlington Section and now desire to report upon the changes proposed or suggested by the Bureau of Public Roads. These changes refer to our completed roadbed and are to be made prior to the placing of gravel. The delay in answering was caused by not having a profile of this work, and a full schedule in other parts of the division. I made careful investigation in company with Mr. Gettins, and believe the following recommendations to be about the most practicable solution.

Sta. 51 to 56. Will remove sand from roadbed and raise grade line as suggested by the Bureau Engineers, and cover shoulders and slopes with broken stone available along side of road.

Sta. 121. Not advisable to make change in grade. Alignment is poor at this point, but do not believe it advisable to make change.

Sta. 200 to 212. Will change alignment by cutting sides of curves as suggested by Bureau Engineers.

Sta. 212 to 223. Do not believe it advisable to change grade at this point.

Sta. 249 to 251 / 50. Will improve vertical curves by raising grade as suggested by Bureau Engineers.

Sta. 251 / 50 to 265. Do not believe it advisable to change grade but subgrade work for graveling will improve appearance materially.

Sta. 307 to 314. Do not believe it advisable to make change.

Sta. 350. Not included in Bureau Engineer's suggestions, but we will improve alignment at very small expense.

The following will give you an idea of the work to be done in connection with the above outline.

ers
And Assistant Engineer

HERBERT NUNN
State Highway Engineer
MANCHE O. BENNETT
Division Engineer

OREGON STATE HIGHWAY COMMISSION
SALEM

PENDLETON,

Slide material to be removed, 400 cu. yds.

Sand to be removed from roadbed, 1600 cu.yds.

Excavation (mostly common), 600 cu.yds.

Dry Wall , 10 cu.yds.

Loose rip rap, 40 cu.yds.

One 4 ft. joint of 24inch pipe.

Stone masonry, 2 cubic yards.

The above quantities are approximate only, but I believe are fairly close to the amount of work to be done.

Mr. Gettins is now preparing revised profile showing grade and alignment on the changes mentioned above. If the Bureau of Public Roads engineers require that other changes be made, we will comply.

Very respectfully,

ANSWERED
S.H Probert

Manche O. Bennett
Manche O. Bennett,
Division Engineer.

cc Gettins.

MOB/B

Form 19

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Blalock-Arlington **Date** May 9th, 1920

Week from May 1 **to** May 8th

Highway Columbia River **Job Prefixes** 11-P.C.

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Gilliam

Survey will be completed about **Number in party**

Camp location Arlington, Ore.

Mail address

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Gravel surface Sta. 406+00 to 449+37

RECEIVED
MAY 19 1920
STATE HIGHWAY ENGINEER

Signed

Title Res. Eng.

April 27, 1920.

File: P.R. No. 44

Mr. M.O.Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

The Bureau of Public Roads has recommended that certain additional work be done in connection with the grading of the Blalock-Arlington Section, before this Section is surfaced. We are enclosing a copy of their letter in regard to this matter, and would suggest that you make investigation, and that where their recommendations appear to be practicable, they be carried out.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

3HP-MM
C.C. to C.C.Seeley

April 27, 1920

File: P.R. No. 44

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We have your letter of April 26th, suggesting certain changes in connection with Federal Aid Project No. 44. Copies of your letter are being forwarded to our Division and Resident Engineers in charge of this work with instructions that your suggestions be followed.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads.
Oregon F.A. 44.

April 26, 1920.

Blalock-Arlington

F.A. #44

State Highway Commission,
Salem,
Oregon.

Gentlemen:

A representative of this Bureau made an inspection of Project No. 44 on April 22nd, while on an inspection trip over the upper Columbia projects. The plans for this project have not been received and during the inspection reference was had to your field roll profile under which the grading was done. As there are several matters which require immediate attention, we are writing this letter without awaiting the receipt of the plans.

The heavy continued winds and drifting sand have in places damaged the grade badly and considerable grading will be necessary before gravelling begins. At the same time we believe some rather conspicuous irregularities in the grade line can be removed.

Particular attention is called to Station 121 where there is an adverse grade only 140 feet long. At Sta. 250+50 an adverse grade of 5% less than 200 feet long can easily be eliminated. At Stations 220 and 200 the curvature can easily be reduced by cutting the inside of the curve and using the material so obtained for the purpose of filling where wind has blown original material out (in some places to a depth of four feet).

A number of other places where irregularities in the grade line are noticeable are Sta. 307+50 to Sta. 314, including a 5% adverse grade 140 feet long. At Sta. 250 - 265 and Sta 212+50 to 223+50 the grade appears to be unnecessarily undulating. At Sta. 56 the sand has drifted across the road in places to a depth of 6 to 8 feet. The 5% grade at this point can be reduced by raising the fill at Sta. 51 with the sand which has drifted in and then covering with broken stone piled along the road Sta. 55 to 60.

It is suggested that the revisions suggested above, (except possibly at Sta. 51 - 55), be done by force account. The present contract does not include any grading and as it seems to be a case of removing humps and filling depressions it seems that force account work could be kept under closer control by the engineer than if done on a unit cost basis. The work at Sta. 51 - 56 might well be handled by the contractor who is about to begin work along the revised line at the east end of Project 24, immediately adjacent.

While this list of revisions sounds rather formidable, the actual amount of work involved is relatively small, but immediate action is necessary in order to have the grade in good shape and to keep ahead of gravelling.

Yours very truly,

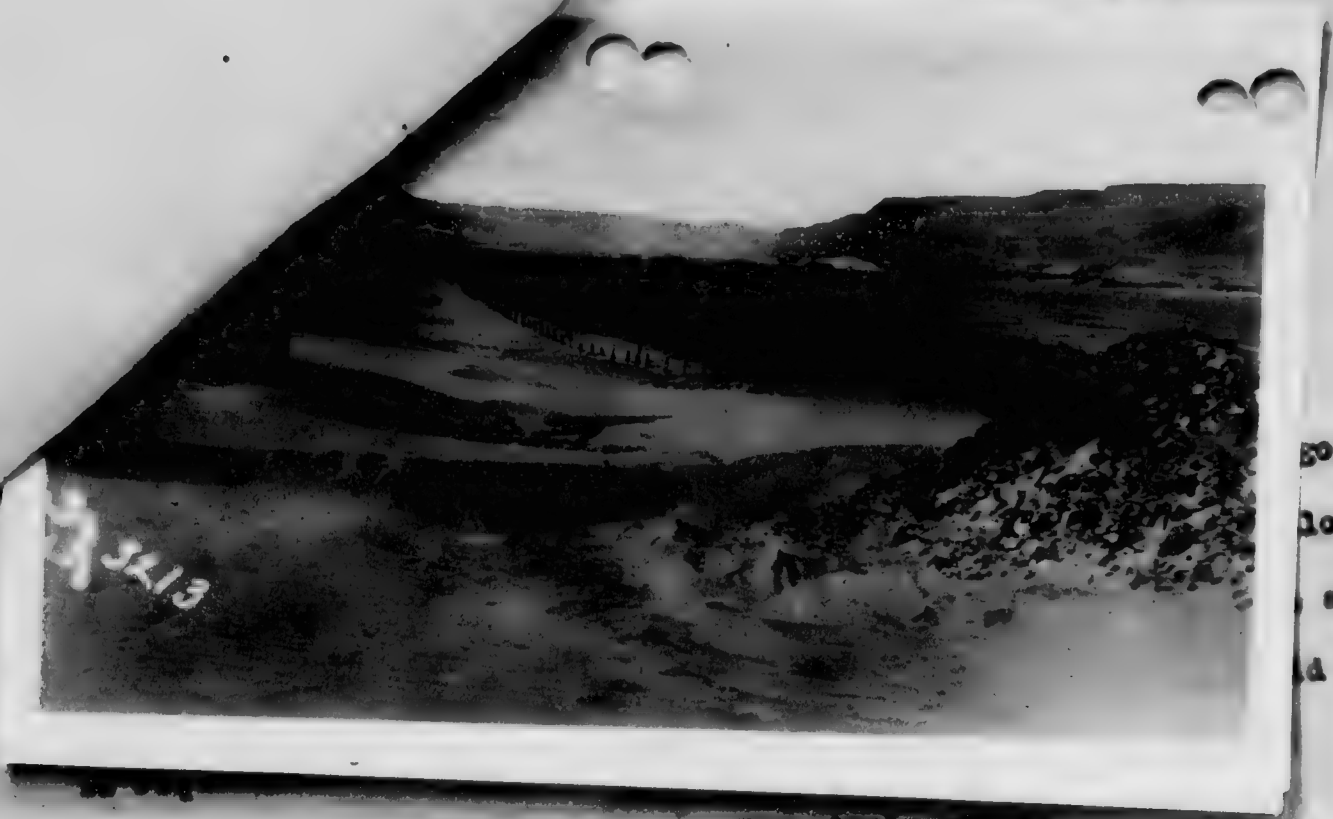
District Engineer,

ANSWERED
S.H Probert

Highway Department

D. 44

April 7, 1920.



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Very truly yours,

Chief Engineer.

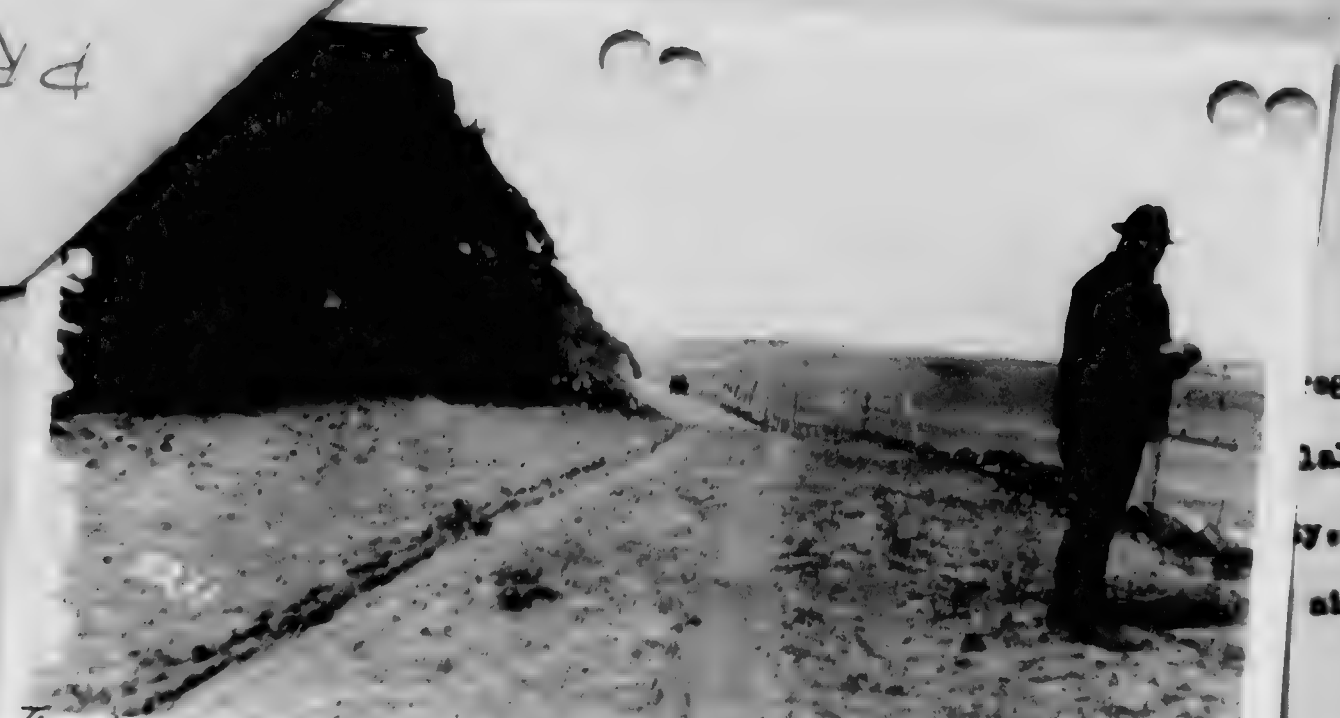
Noted Gross

leb:md

State Highway Department

D. 44

April 7, 1920.



Typical Short adverse grade ~ Sta 250+50

regon

lalock-

y, at

aid

Chief Engineer.

Noted
Gross

leb:mi

State Highway Department

44

B-1

April 7, 1920.

Mr. C. H. Purcell,
District Engineer,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

On April 6 the Acting Secretary of Agriculture approved Oregon project No. 44, involving the improvement of 3.88 miles of the Blalock-Arlington Section of the Columbia River Highway in Gilliam County, at an estimated cost of $63,624.00 and on which $31,812.00 Federal aid is requested.

Very truly yours,

Chief Engineer.

Noted
[illegible]

leb:md

[illegible] APR 1[illegible] 1920

CT NO. 44

March 18, 1920.

File: P. R. No. 44

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are submitting herewith copies of the Special Provisions applying to Federal Aid Project No. 44. We are also submitting our estimate of the quantities and costs for this Project.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Noted

SHP-MM

OREGON STATE HIGHWAY DEPARTMENT OREGON FEDERAL AID PROJECT NO. 44

MACADAMIZING, BLALOCK-ARLINGTON SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

Detailed Estimate to Accompany Plans

Salem, Oregon - March 17, 1920

Quantities		Items	Unit Prices	Amounts
8,000	Cu. Yds.	Broken Stone Surfacing	$ 3.00	$ 24,000.00
10,500	"	Crushed Gravel Surfacing	2.90	30,450.00
200	"	Talus Sub-surfacing	1.50	300.00
6,000	Yd. Miles	Payhaul	.40	2,400.00
		Sub-total		$ 57,150.00
		10% for Engr. & Contg.		5,715.00
		Total		$ 62,865.00

Length of Project - 8.9 Miles	
Estimated Cost per Mile	$7,063.48
State Funds Available	$ 31,432.50
Federal Aid Requested	31,432.50
Total	$ 62,865.00

Signed S. H. Probert

Office Engineer.

OREGON STATE HIGHWAY DEPARTMENT OREGON FEDERAL AID PROJECT NO. 44

MACADAMIZING, BLALOCK-ARLINGTON SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

SPECIAL PROVISIONS

Salem, Oregon, March 17, 1920

PREFERENCE TO BE GIVEN SOLDIERS AND SAILORS

In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made. (Section 6 of the Act of Congress approved February 28, 1919, entitled "An Act Making Appropriations for the Service of the Post Office Department for the fiscal Year ending June 30th, 1920, and for other Purposes" - - - Public No. 299, 65th Congress.)

PREPARATION OF SUBGRADE

Before any surfacing is applied the roadbed shall be regraded and brought to a cross-section suitable for the application of surfacing, all ruts and inequalities shall be eliminated, and such trenching done as may be considered desirable by the Engineer to give shoulders between which to place the surfacing material.

The contractor's attention is particularly called to the regrading which will be required in connection with this work and to the fact that the cost must be included in the bid price per cubic yard for surfacing. No payment for excavation connected therewith will be made and no force account allowed.

BROKEN STONE AND GRAVEL SURFACING

Width, Thickness and Number of Courses:

The width of surfacing to be laid under the terms of this contract shall be sixteen (16) feet. It shall be laid in two courses of an average loose thickness of four (4) inches each, except where in the opinion of the Engineer, the condition of the subgrade is such that two four inch courses are not required, the surfacing shall be laid in the number of coursesand thickness ordered by the Engineer. The quantities given are approximate only and the Engineer reserves the right to vary respective amounts of crushed gravel or broken stone during the progress of the work.

Gravel to be Crushed:

All gravel shall be run through a crusher, crushing all over-size material to a maximum size of one and one-half inches.

Broken Stone:

All Broken Stone required upon the work shall comply with the requirements given under Material Details, and shall be crushed to a maximum size of one and one-half ($1\frac{1}{2}$) inches.

Quality of Materials:

The Engineer shall designate the pits, banks, quarries, or other sources from which material shall be obtained and he shall reject all material which in his opinion is not equal in quality and grading to the best available within reasonable hauling distance. No adjustment will be made on account of any loss of anticipated profits that may result from the lengthening or shortening of the payhaul distance.

Materials to be Secured by Contractor:

The contractor will be required to furnish and develop all pits, banks, quarries or other sources of material and all cost in connection therewith shall be understood to be included in the unit price bid for surfacing materials. Overburden shall be removed far enough in advance to preclude all possibility of its becoming mixed with the materials used.

Hauling, Harrowing, Dragging, etc.

With the view of securing a maximum quality of uniformly smooth and compacted surface, the contractor will be required to do his hauling, as far as practicable, over the surfacing, as it is placed; to construct each course beginning at the point of the project nearest the point of loading and working away from that point, to complete the construction of the base course from each particular set-up before commencing the top course from that set-up and to thoroughly harrow and drag each course at frequent intervals during its construction and as hauling is being done over it.

The intervals at which harrowing and dragging will be required and the manner in which it shall be done, will be determined by the Engineer basing his judgment upon the results that are and can be reasonably obtained.

Sprinkling and rolling will not be required.

Finishing:

After the surfacing is complete, the contractor will be required to grade up and finish the entire roadbed section, producing a uniform and finished crowned section as indicated on the typical cross-section attached.

Payhaul:

In his prices bid for "Crushed Gravel Surfacing" and "Broken Stone Surfacing", the contractor will include the cost of hauling all material to a point one mile from the point of loading, and this one mile haul shall be considered free haul.

For each mile haul greater than one mile, the contractor shall receive the price bid for "pay haul" per cubic yard. For purposes of measurement, the section to be surfaced will be divided into one mile units beginning one mile from the point of loading of the particular material hauled. The "Pay haul" on all material deposited in the first mile beyond the free haul limits will be considered as one mile, on materials deposited in the second mile, two miles, etc.

Measurement and Payment:

In his price bid for "Crushed Gravel or Broken Stone Surfacing", the contractor includes the cost of preparing the subgrade; furnishing, hauling, spreading, harrowing and dragging the surfacing; constructing and finishing the earth shoulders, and all other work in connection with the construction complete of a finished and satisfactory wearing surface; excepting, however, that on material hauled more than one mile from the point of loading, he will be allowed "payhaul" as specified above.

The quantity of "Crushed Gravel or Broken Stone Surfacing" to be paid for shall be the number of cubic yards, loose measure, of material of the particular class, delivered and incorporated in the work.

TALUS SUB-SURFACING

Work to be Done:

On sections where the roadbed is composed of coarse rock, the contractor will be required to fill the interstices in the existing surface with talus from rock slides along the roadway, before the crushed gravel or broken stone surfacing is placed. The width to be so filled shall be sixteen (16) feet. The sections to be filled and the quantities of talus used shall be as directed by the Engineer.

Method of Construction:

The contractor shall place the material smoothly and evenly over the portions to be filled and when required by the Engineer, shall hand rake the material so as to thoroughly fill the interstices in the roadbed surface. Care shall be exercised to cause no detrimental disturbance of the existing roadbed. The material shall be leveled to a true and even surface suitable as a base for the crushed gravel or broken stone surfacing.

Quality of Material:

The Engineer shall designate the sources from which material shall be obtained and he shall reject all material which in his opinion, is not equal in quality and grading to the best available within reasonable hauling distance.

Materials to be Secured by Contractor:

The contractor will be required to furnish and develop all slides, or other sources of material and all cost in connection therewith shall be understood to be included in the unit price bid for sub-surfacing materials.

Payhaul:

In his price bid for "Talus Sub-surfacing" the contractor includes the cost of loading and hauling all material to a point one-half mile from the point of loading and this one-half mile haul shall be considered free haul.

For distances over one-half mile, the unit price bid per mile for payhaul on surfacing shall apply and will be figured on the same basis except that the free haul shall be one-half mile.

Measurement and Payment:

The quantity of Talus Sub-surfacing to be paid for shall be the number of cubic yards, loose measure, delivered and incorporated in the work. The price bid shall include the furnishing, loading, and hauling for one-half mile, placing, raking, and smoothing. Payhaull will be paid for as stipulated above.

TRUCKS AND TRACTORS WILL BE FURNISHED

The State will furnish trucks at the contractor's option on the following rental basis: Nash Quad 2½ yard bed, $150.00 per month; 3 or 3½ ton trucks, $200.00 per month on a basis of 240 hours per month extra time in proportion. Contractor will bear cost of operation, repairs, renewals, tires, etc. Tires will be appraised when trucks are sent out and returned and the difference credited or debited. Equipment to be returned in serviceable condition save reasonable wear and tear. Continuous time will be charged from date taken to date returned. Trucks for this job will be taken at Pendleton.

Caterpillar tractors, Holt model 120 willbe rented on basis of $300.00 per month on same basis of operation and upkeep as above for trucks.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads,
Oregon F.A. 44.

POST-OFFICE BUILDING
PORTLAND, OREGON

March 6, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We hereby acknowledge receipt of one unsigned copy of Project Statement and supporting papers for proposed Federal Aid post road project in Gilliam County, between Blalock and Arlington, known as Blalock-Arlington Section of Columbia River Highway.

We have given this project our number 44.

Yours very truly,

CHPurcell
District Engineer,

Noted
JHP

March 3, 1920.

File: P.R. No.44

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We are submitting herewith for your consideration an unsigned copy of a project statement requesting Federal Aid in connection with the graveling of a section of the Columbia River Highway between Blalock and Arlington. To this project, we would request that the number 44 be assigned.

The grading of this section of the Columbia River Highway has been under way during the past season and is now practically completed. In order that the surfacing operations may be commenced at the very earliest possible time, we desire to receive bids upon this surfacing at the meeting of the State Highway Commission on March 23d. It will not be possible for us, however, to have the maps and profiles made up in accordance with your standards ready for submission before the work is awarded, but we will be able to submit within the next two or three days our detailed estimate and the special provisions to be used in connection with this work.

Inasmuch as this project involves only surfacing, we believe that your Bureau can intelligently pass upon the project before the maps and profiles are submitted. We would request, therefore, that if possible, your approval be granted, based upon a field inspection and the special provisions submitted, subject to a later submission of maps and profiles.

Signed copies of the project statement will be forwarded as soon as the signatures of the Commission can be obtained.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Noted
Gus

SHP-431

Oregon

STATE 44

PROJECT No. (Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) March 2, 1920

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of , pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled Oregon to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder,

does hereby submit by its constituting the State Highway Department of State Highway Commission the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of

State and Federal Road Bonding Acts, Chapter 17?, Laws of 1917 and Chapter 51, (Cite statutes and resolutions or orders giving Highway Department jurisdiction.)

Laws of 1920, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by

State assumes responsibility for maintenance.

1. Local name of road Blalock-Arlington Section of Columbia River Highway
2. Located between Blalock and Arlington, County of Gilliam
3. Points of beginning and ending Begins at Blalock Ends at Arlington.
4. Length in miles (gross) 8.80 (net) 8.80

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4250

used as post route None ; miles not used as post route None

jor portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing al status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the ability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

This project is an important link in the Columbia River Highway, and forms a part of the 1920 program of the State Highway Commission, calling for the surfacing of this highway from Pendleton to the Pacific Ocean, a distance of 350 miles. Although the project is of considerable local importance, this is small in comparison with its importance as a part of a through route.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) See answer to Clause 6

11. Improved roads adjacent or contiguous and type of each Connects on west with Federal Aid Project No. 24, on the east with standard graded and gravelled road into Pendleton.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (a) trucks , (b) passenger motor vehicles , and (c) horse-drawn vehicles see clause 14

13. Local traffic, approximate average daily number of (a) trucks , (b) passenger motor vehicles , and (c) horse-drawn vehicles see clause 14

14. Description and present condition of traveled way The grading of this section just completed. 20' ditch to ditch, 5% grades, standard alignment. No previous existing road.

of surfacing 16 '; feet between ditches 20; approximate maximum 5 per cent.

Crushed Gravel and Crushed Rock Surfacing

16. Proposed type of construction

Good quality gravel and rock available with short haul

17. Location, nature, and extent of deposits of local materials suitable for use on this project

(Where practicable show by distinguishing marks on sketch map.)

None

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet.

(Designate each by the same distinguishing marks as on sketch map.)

State

19. State's share of cost of construction will be provided by

(State or (and) county.)

$31,012.00 and any additional amount that may be required to insure completion. Bond authorized by Laws 1917 and 1920

20. Amount of funds which are available for construction: (a) State

None

(Amount.) (Source; refer to statute.)

(b) County

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by

(State or (and) county.)

from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

of project:

Date.., 191 .

E. O. Bennett   February 23d   20

Unit.		Item.	Price.	Amount.
	Cu. yds.	Excavation, % Rock		
	Sq. yds.	Surfacing of		
10,800	Cu. Yds.	Crushed Gravel Surfacing	2 80	30,240 00
8,000	"	Broken Stone Surfacing	3 00	24,000 00
6,000	Yd. Miles	Pay Haul	60	3,600 00
		Structures of 20′ span or under		
		Structures over 20′ span		
		Other items		

Subtotal,	$ 57,840 00
10% Engineering and Contingencies,	5,784 00
Total	$ 63,624 00

Length, 8.88 miles.

Cost, $ 7,164.86 per mile.

This estimate approved by: S H Probert

Office Engineer
(Title)

26. Amount of Federal aid desired $ 31,812.00
(State in lump sum or percentage, but not both)

ent desired on completion or as work progresses As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman
(Title of officer)

By

Commissioner
(Title of officer)

By

Commissioner
(Title of officer)

PP 24

July 8, 1922

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

In re maintenance of Federal Aid Project No. 24, John Day River-Slalock Section.

I recently made an inspection of this road and do not find it as bad as painted, but for your information will say that we expect to retop a large part of this surfacing as soon as weather conditions warrant. It is necessary to have moisture before we can add top surfacing.

Respectfully,

State Highway Engineer.

HN:LM

ITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. I.

OUR REPLY PLEASE
REFER TO FILE No.......

POST OFFICE BUILDING,
PORTLAND, OREG.

ANSWERED
HERBERT NUNN

RECEIVED
JUL 8 1922
OREGON
STATE HIGHWAY COMMISSION

July 6, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Maintenance inspection has been made of Oregon Federal aid project No. 24 (John Day River-Blalock).

The surface of this project is loose and badly corrugated. In many places the coarse stone from the base has come to the surface and the roadway is now very rough and hard on tires. Residents in this section are advising people to go over the old road through Wasco rather than to use the new highway because of the roughness of the surface at the present time.

We believe that the maintenance of this project should be given careful study, and that some steps should be taken to remedy the present unsatisfactory condition. On the section where the coarse material has come through it appears likely that the addition of fine surfacing material will be necessary if a smooth roadway is to be secured.

Please let us hear from you.

Very truly yours,

CHPurcell

District Engineer.

June 16th, 1922

Mr. B.A.Green
517 Corbet Bldg.
Portland, Oregon

PR #2J

Dear Sir:

We have your letter of June 13th with further reference to the matter of subgrade excavation in connection with the Oskar Huber Contract for the grading of the John Day River-Blalock Section.

We find that between Stations 220 and 240 there has been allowed a total of 148 cu. yds of solid rock excavation which allowance covers what is referred to as subgrade excavation. No subgrade excavation has been allowed between stations 218 and 540.

We might state that the fact that subgrade excavation was allowed between Stations 220 and 240, does not necessarily indicate that the station men upon this portion of the work have not received payment therfor. This 148 cu. yds is included in the solid rock excavation quantity, as shown on Mr. Huber's Final Estimate, and is not allowed as a separate item.

As regards the conditions under which the subgrade excavation was allowed in connection with the John Day River-Blalock work, we have to advise that this allowance was made only where it was necessary, in connection with the excavation of solid rock cuts, to excavate five-tenths of one foot, or more, below the extablished grade, in order to insure the removal of all rock above that established grade. Also this allowance was made only where the excavation was in ledge rock.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

SHP:VLB

B. A. GREEN
ATTORNEY AND COUNSELOR
517 CORBETT BUILDING
PORTLAND, OREGON

June 13, 1922.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

I acknowledge receipt of your letter of June 8th, in reply to my inquiry as to what sub-grade was allowed Oscar Huber between stations 290 and 306, John Day River, Blalock Section of the Columbia River Highway.

Owing to the fact that I represented certain station men in their claim against Oscar Huber, considerable inquiry has come up in reference to the sub-grade allowed Oscar Huber upon this work, the men having the impression that a large amount of sub-grade was allowed him. Gust Peterson and five other men were employed between Stations 518 and 540, and three of the men have made inquiry as to the sub-grade allowed upon these stations. Also, M. Gillie and eleven other men were employed between Stations 220 and 240. I would be pleased to learn the sub-grade as allowed between the foregoing stations.

I would also like to know the actual conditions under which this sub-grade was allowed, since I hold a letter from Oscar Huber in which he states that sub-grade was only allowed for ledge rock. Is this statement correct?

Yours very truly,

B. A. Green

BAG:P

RECEIVED
JUN 14 1922
OREGON
HIGHWAY COMMISSION

June 8th, 1922

Mr. B.A.Green
517 Corbet Bldg.
Portland, Oregon

PR#24

Dear Sir:

Reference is made to your letter of June 6th requesting a statement as to the yardage of subgrade excavation allowed to Oskar Huber under his contract for the grading of the John Day River-Blalock Section of the Columbia River Highway, in connection with the portion of this work between Sta. 290 and 306.

We have made examination of the final records in connection with the John Day River-Blalock contract and find that no allowance was made for sub-grade excavation between the stations mentioned.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Office Engineer

SHP:VLB

B. A. GREEN
ATTORNEY AND COUNSELOR
517 CORBETT BUILDING
PORTLAND, OREGON

June 6, 1922.

State Highway Commission,
Salem, Oregon.

Dear Sirs:

During the year 1919 and 1920, Oscar Huber held a contract with your Commission, in reference to grading and constructing the Blalock Section of the California River Highway, in Gilliam County, Oregon. A gang of station men with one Helmar Swanson as head man, did the grading and excavating, etc., between Stations 290 and 306. From information contained in previous letters to me, considerable sub-grade was allowed Oscar Huber for work between various stations and I have been advised that sub-grade has been allowed between stations 290 and 306. Will, therefore, ask that you forward me a statement of the yardage of sub-grade allowed and payment as made to Oscar Huber on account of sub-grade between the afore mentioned stations.

Yours very truly,

B. A. Green

BAG:P

ANSWERED
S. H. Probert

---

tractor can do the work either way, but we pay him on the basis that figures least cost for the state.

The condition involved in Mr.Anderson's case was somewhat different, but never-the-less was involved in this theoretical basis of payment for overhaul. It figures that for greatest economy to the state, a part of the material excavated within the limits of Mr.Anderson's subcontract should have been deposited beyond the limits of that subcontract. The economical haul did not terminate at the point where the subcontract terminated. From the standpoint of the state Mr.Anderson should have hauled a part of his ~~excavated~~ material beyond the limits of his contract and to a point within the limits of another subcontract.

February 21st,1923

Mr.B.A.Green,
517 Corbett Bldg.,
Portland, Oregon.

PR#14

Dear Sir:-

We have at hand your letter of February 16th, referring again to the matter of Mr.Frank Anderson's subcontract on the John Day River-Blalock Section of the Columbia River Highway.

Am sorry to have to advise you that we are unable to determine whether or not Mr.Anderson is entitled to all of the 5,485 cubic yards of overhaul which were included in the estimate of quantities recently furnished you. In paying for overhaul, we pay not for the actual overhaul made by the contractor but for the overhaul which would occur if the most economical distribution of quantities was carried out. We do this because a contractor very frequently prefers to borrow material with a short haul than to overhaul excess material from some point a considerable distance away. If we paid him for his actual excavation and overhaul the cost of the work to the state would be greater than to pay him overhaul on the excess material available at some other point. The contractor can do the work either way, but we pay him on the basis that figures least cost for the state.

The condition involved in Mr.Anderson's case was somewhat different, but never-the-less was involved in this theoretical basis of payment for overhaul. It figures that for greatest economy to the state, a part of the material excavated within the limits of Mr.Anderson's subcontract should have been deposited beyond the limits of that subcontract. The economical haul did not terminate at the point where the subcontract terminated. From the standpoint of the state Mr.Anderson should have hauled a part of his excavated material beyond the limits of his contract and to a point within the limits of another subcontract.

Mr.Corrigan claims that Mr.Anderson did not do this, and that instead, the subcontractor adjacent hauled material from another direction and from a more distant point to build the embankment which, economically should have been built by Mr.Anderson beyond the limits of his subcontract.

If Mr.Corrigan's statement is correct, then Mr.Anderson did not make as much overhaul as our estimate would indicate, and the difference might be as much as 2000 yard stations or approximately $100.00. We are not in a position to state whether Mr.Corrigan is, or is not correct.

Unless you are quite familiar with construction work and have some idea as to the method of computing overhaul quantities, the above explanation may appear to you to be rather hazy. If so, we would be glad to have you call at our office, where I am sure I can give you a clear understanding of the matter.

Very truly yours,

HERBERT NUNN

State Highway Engineer.

By

Office Engineer.

SHP.HL

B. A. GREEN
ATTORNEY AND COUNSELOR
517 CORBETT BUILDING
PORTLAND, OREGON

Feb. 16, 1922.

RECEIVED
FEB 17 1922
STATE HIGHWAY ENGINEER

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Regarding correspondance relative to work done by Frank Anderson & Company on the John Day River, Blalock Section of the Columbia River Highway.

I acknowledge receipt of your letter of January 28th and desire to thank you for the information contained therein. I also desire to thank you for forwarding me details of final estimate upon this work in question. Since I have received your letter of January 28th, together with the final estimate, I have been in several conferences with representatives of Oscar Huber, principal contractor for this work.

I understand that his Mr. Corrigan was in Salem last week and checked over estimates together with your Mr. Woodworth. In your final estimate you show an over-haul of 5485 cubic yards. Mr. Corrigan contends that this is not correct in so far over-haul work is concerned between Stations 306 and 321. Do you desire to make any correction of the original estimate as sent to me in your letter of January 28th?

Yours very truly,

B. A. Green

BAG:P

ANSWERED
[illegible]

January 28th, 1922.

Mr. B. A. Green,
517 Corbett Bldg.,
Portland, Oregon.

PR#24

Dear Sir:

We refer to your letter of January 26th in regard to work done by Frank Anderson & Co. as subcontractors on the John Day River-Blalock Section of the Columbia River Highway.

For your complete information as to the quantities for which payment was made by us to Oskar Huber for work within the limits of Mr. Anderson's subcontract, we are sending to you herewith a detailed estimate of these quantities. We cannot state positively that all of the work within these limits was performed by Mr. Anderson and his gang, but the information submitted by our Resident Engineer would indicate that he had performed all of that work, and that he may have performed in addition thereto certain work between Stations 327 ≠ 00 and 331 ≠ 86, which work is shown on the detailed estimate which we are sending to you. All that we can do is to give you the quantities of work done between given stations, and it is up to the subcontractor to establish the fact that he performed all of the work, or up to the main contractor to establish the fact that the subcontractor did not perform all of the work. Our engineers do not attempt to keep track of the men who are actually performing the work or to ascertain upon whose payroll they may be carried.

As regards allowance for excavation below sub-grade, our records do not indicate that any excavation of this class, for which the contractor would be entitled to payment, was made within the limits of Mr. Anderson's subcontract. No allowance for such excavation on that portion of the work has been claimed by the main contractor, and none has been allowed.

The quantities listed in our letter of May 28th, 1921, to Mr. Anderson at Gales Creek, are the correct quantities for the work between stations 306 and 321 and between stations 327 and 331 ≠ 86.

You will find that they check the totals as given on the attached detailed estimate.

We cannot advise you as to why Oskar Huber has refused to pay Mr. Andersen for the placing of the culvert at Station 309 + 95, but it is possible that this culvert was placed by Mr. Huber's own forces. This is a feature in connection with which we assume no responsibility.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Enclosure
SHP:GMC

RECEIVED
JAN 27 1922
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem, Oregon.

Gentlemen:

Supplementing my letter of January 25th, in reference to station work done by Frank Anderson and others between Station 306X00 and 321X00, on the John Day River-Blalock Section of the Oregon State Highway, in Gilliam County, all this work having been done directly for Oscar Huber, beg to advise that some question has arisen regarding sub-grade allowance in the estimate. Frank Anderson, the head of this gang, advises me that there was at least 250 yards of sub-grade for which he has received no compensation although one or two other gangs working about the same section received credit and payment for all sub-grade work completed.

I also desire to make further inquiry in relation to the estimate as furnished by you to Frank Anderson under date of May 28th, 1921, your file PR24, addressed to Frank Anderson, Gales Creek, Oregon. In this estimate you allow for 5485 cubic yards of over-haul. In the settlement which was made with these men by Oscar Huber, they were allowed credit and paid for only 1720 cubic yards of over-haul. There is an unmistakable error in some point. If these men actually moved 5485 cubic yards as over-haul as they state to me and it was moved from 400 to 600 feet, there is considerable due them on account of this work. Even though they only moved an actual 1720 cubic yards but moved it various distances over and above the 300 feet limit, there would still be considerable due them on this account.

Oscar Huber refuses to make settlement on account of all the work done at the pipe culvert placed at station 309-95 which means a loss of 3.1 yards common excavation at 40¢ a yard; 21.8 yards solid rock excavation at $1.25 a yard; 19.47 yards of rubbel masonry at $5.00 a cubic yard and 14.07 yards rip rap at $3.00 per cubic yard to these men. WIll you kindly advise me as to these matters at an early date? Your reply will be greatly appreciated.

Yours very truly,

ANSWERED
S. H. Probert

BAG:P

January 26, 1922

Mr. B. A. Green,
Attorney and Counselor,
517 Corbett Building,
Portland, Oregon.

PR#24

Dear Sir:

I have for acknowledgment your letter of January 25th relative to Oskar Huber's contract No. 238 which is described as the John Day River-Blalock Section of the Columbia River Highway in Gilliam County, which consists of 15 miles of grading between these points.

This contract appears to have been entered into by Oskar Huber individually. The bond which is to one-half of the amount of the contract, was furnished by the National Surety Company, of which E. P. Welch, Corbert Building, Portland, is the District Manager. Final payment on this contract was made on March 22, 1921.

Very truly yours,

Secretary.

RAK:LM

B. A. GREEN
ATTORNEY AND COUNSELOR
517 CORBETT BUILDING
PORTLAND, OREGON

Jan. 25,1922.

JAN 26 1922
WAY ENGINEER

Highway Commissioner,
em, Oregon.

Dear Sir:

Will you please advise me the name of the Bondsman for Oscar Huber, contractor, 227 Sherlock Bldg., Portland, Oregon, for construction work done between Stations 306X00 and 321X00 on John Day River-Blalock Section of the Highway, Gilliam County, Oregon, and advise me as to whether or not this contract was entered into by Oscar Huber individually or with a corporation of which he as the manager, or a co-partnership in which he was interested.

I also advise you that he has failed to make proper settlement with various laborers in the approximate sum of $856.04 and request that if settlement has not been made with Oscar Huber that a sufficient amount be with-held to protect these men in their claims.

Yours very truly,

B A Green

BAG:P

51

J. H. Scott,
Division Engineer.

KL
1 Encl.

FORM [illegible]

R. [illegible]BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

11PA1 - Summary Sheet
File 55.

The Dalles, Ore., Sept. 15, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Attached is quantity summary sheet for final estimate on Contract 298. This was evidently overlooked at the time the estimate was sent in.

Respectfully yours,

JH Scott

J. H. Scott,
Division Engineer.

KL
1 Encl.

Sept. 15, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-24

Dear Sir:

Herewith we are returning four copies of voucher and certification that no liquidated damages were collected on the John Day River-Blalock Section, Oregon Federal Aid Project No. 24. We have made minor corrections on the voucher in accordance with your letter of the 14th inst.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,

BTH

Enc.

ED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. I.

PLEASE
TO FILE No......

POST OFFICE BUILDING,
PORTLAND, OREG.

September 14, 1921.

RECEIVED
SEP 16 1921
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem, Oregon.

Attention Mr. Probert.

Gent[illegible]en:-

Four copies of final voucher for Oregon Federal Aid project No. 24 are being returned herewith for correction.

Under G "Total Engineering & Contingencies upon which Federal Aid can be paid" is given as $32,748.99 which amount should be $32,727.32.

Under "Recapitulation" and "Total actual cost", the gross sum of estimate is added to the Engineering & Contingencies instead of using the lesser amount opposite agreement estimate on page two. This would make actual total cost (347,442.10 + 41,160.83) equal $388,602.93.

Please make necessary corrections and return vouchers to this office.

Yours very truly,

McKesson

Acting District Engineer.

Sept. 14, 1921

Mr. Aleck Swanson,
Perry, Oregon.

File PR-24

Dear Sir:

Replying to your letter of the 12th inst we beg leave to advise that the final estimate on the John Day River-Blalock Section of the Columbia River Highway in Gilliam County shows that between Station 699 and 706 + 50 the following quantities have been estimated.

Common excavation	2,801.1 cu yds
Solid rock excavation	1,727.7 "
Overhaul	2,800 sta yds

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza.

[illegible]

PERRY, OREGON

Sept 12

ert Nunn
State Highway Engr

SEP 14 1921
STATE HIGHWAY ENGINEER

Dear sir

In regard to your letter of aug 20 file PR-24. I have a letter from Oscar Huber stating that final estimate, on sub-contract Sta 699 to 708+50, John Day River - Blalock Sec Columbia River Highway shows 2501.1 yards of intermediate 1727.7 yds solid rock.

Answd

Will you please advise if this was the total estimate allowed between these stations that I may obtain final settlement from Huber.

Respectly
Aleck Swanson

Asst. Office Engineer.

Dic. by J. W. DeSouza,
BTH
Enc.

Sept. 6, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-24

Dear Sir;-

Herewith we are sending you four copies of final voucher in the amount of $48,514.40 on the John Day River-Blalock Section, Oregon Federal Aid Project No. 24. These estimates are accompanied by four copies of the certification that no liquidated damages were collected.

We are under the impression that the latest order covering the preparation of final vouchers issued by your department requires a complete showing of engineering and contingencies for statistical purposes only, and have not construed it to mean that a detailed itemized statement is required on the expenditures for which no federal co-operation is requested. We believe that the data which we have given for these items upon which we do not request co-operation is amply detailed for any statistical requirement, and trust that the voucher will be passed in its present form. We would call to your attention the large expense that would be involved in every final voucher if required that we itemize all bills and expenditures of this nature and we really believe that it would require the time of one man for a full two weeks to prepare a final voucher on a project which had been running any length of time, and which involved any large amount of engineering and contingency expenditures. Unless there is some valid reason of which we know nothing, it would not seem that such an expenditure would be warranted when detailed and easily accessible data can be given in another form.

The vouchers which we are sending have been prepared in accordance with a conversation had by the writer and representatives of your office on August 31st, and we would like to have it accepted as an example for the preparation of future vouchers.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer.

Dic. by J. W. DeSouza,
ETH
Enc.

pRvt

September 2, 1921

Hartford Accident & Indemnity Co.,
Agent, John Ker Co.,
Yeon Bld'g.,
Portland, Ore.

Gentlemen:

The purpose of this letter is to advise you of the intention of the State Highway Commission to make final payment to A. D. Kern on contract No. 226, which is the John Day River-Blalock Section of the Columbia River Highway in Gilliam County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RAK:AF

Secretary.

Aug. 29, 1921

Hartford Accident & Indemnity Co.,
430 California St.,
San Francisco, Calif.

File PR-24

Attention:- Mr. Harold Bishopp.

Dear Sir:-

Replying to your letter of August 25th we have to advise that work under A. D. Kern's contract for the surfacing of the John Day River-Blalock Section of the Columbia River Highway was completed on July 17, 1921.

The total amount paid to the contractor under this contract is as follows:-

Unit price basis	$137,133.25
Force Account	9,113.04
Total	$146,246.29

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ETH

R. M. BISSELL, *President*
CHAS. E. CHASE, *Chairman Board of Directors*

J. COLLINS LEE, *Secretary*
D. J. GLAZIER, *Secretary-Treasurer*
R. C. L. HAMILTON, *Comptroller*

HARTFORD ACCIDENT AND INDEMNITY COMPANY
HARTFORD, CONNECTICUT

PACIFIC DEPARTMENT
430 CALIFORNIA STREET, SAN FRANCISCO

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
Manager

PLEASE ADDRESS YOUR REPLY TO
FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES
SUPERINTENDENT

SAN FRANCISCO, Aug. 25, 1921.

Mr. Roy A. Klein, Secretary,
State Highway Commission,
Salem, Oregon.

File PR-24.

Dear Sir:-

Re:- Bond No. 218844 - A. D. Kern, Surfacing
John Day River-Blalock Section Columbia
River Highway, Gilliam County.

Will you kindly advise us if the contract covered by the above captioned bond has now been completed. We would also be glad if you could furnish us with the amounts paid to the contractor on the unit class basis, and also for force account work. In the event that final estimates have not been made will you kindly advise us whether the work has actually been completed.

Yours very truly,

Harold Bishop

Surety Department.

HB/T.

Work completed July 17, 1921
Final Est.
Unit Price 137133 25
Force Acct. 9,113.04
146,246.29

ANSWERED

RECEIVED
AUG 27 1921
STATE HIGHWAY EN

August 23, 1921

Mr. H. Buckley,
Supt. Union Pacific System,
Portland, Oregon.

File PR #24

Dear Sir:

Reference is again made to your letter of August 2nd asking us to advise you as to what right-of-way is owned by us south of the O. W. R. & N. right-of-way through the SE¼ NE¼ Sec 27; Twp 3 N; Rg 18 E.

We find that our right-of-way across this parcel of land lies entirely within the right-of-way owned by the O. W. R. & N. Co., and that we own no right-of-way south thereof.

For your more complete information in regard to this matter we are enclosing a blue print upon which our right-of-way across the parcel of land referred to is outlined in red.

We trust that this information will serve your purpose.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:ETH

MMISSIONERS

ND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

11PA - Right of Way.
File 9.

The Dalles, Ore., Aug. 16, 1921.

PR#24

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

We have your letter of August 4th, together with copy of reply which you forwarded to the Union Pacific System regarding right of way through the S.E. 1/4 of the N.E. 1/4 of Section 27, T. 3 N., R. 18 E.

It is not entirely clear as to just what information the Union Pacific System are requesting. From your letter it would appear that it was a right of way which we secured south of their right of way, when as a matter of fact our records show that we are within the O.W.R.& N. right of way at this point. We are forwarding herewith a tracing of Encroachment No. 2 from which you may be able to secure the information desired. The final records for this job are now in your office, and we have no way to check as to whether this encroachment map is correct or not. It is doubtful if the County Court have any records of these encroachments.

Respectfully yours,

J. H. Scott,
Division Engineer.

AWA:kl
1 Encl.

FORM 4 5M-6-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. E. [illegible]ON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

11PA1 - Force Bills.
File 46.

The Dalles, Ore., Aug. 22, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

John Day River - Blalock

Attention Mr. Probert.

Dear Sir:

Enclosed herewith is summary sheet for final estimate on Contract 298, together with Record of Extra Work Bills, and duplicate copies of force account bill, in amount $ 155.32.

This completes the records for this job.

Respectfully yours,

J. H. Scott,
Division Engineer.

KL
Encls.

August 20, 1921

Mr. Alec Swanson,
c/o Camp #3,
Perry, Oregon.

File PR-24

Dear Sir;

Replying to your letter of August 14th we have to advise that final payment to Oscar Huber for work performed under his contract for the grading of the John Day River-Blalock Section of the Columbia River Highway was made about April 1st, 1921.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By .

Office Engineer.

SHP:KCM

RE IVED
AUG 16 1921
STA HWAY ENGINEER

ANSWERED

Perry Ore
Aug 14th

Mr Herbert Nunn.
State Engineer
Salem. Ore

Dear Sir;-

In October 1919 We. Alex Swanson & Co took a sub contract under Oskar Huber on the Blalock section on Columbia River Highway in Gilliam County. sta 699 to 708 + 50. When we finished in March 1920 We

---

EN

19, 1921

John Day River Blalock
Surfacing

istered mail, final
excavation and blew

cu yds in favor of

we find two errors
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ident error seems to
. Please run a tape
figures or show us
ossible as this job is up

.

RT NUNN.
Highway Engineer.

Engineer.

Dic. by R. S. Woodford.
RSW
c. c. to J. H. Scott.

received pay for everything but the sub grade and were advised that we would receive pay for this work as soon as the Engineers allowed same. I have taken this matter up with Huber since but he advises that same has not yet been settled. Will you please

---

19, 1921

John Day River Bulock Surfacing

istered mail, final
excavation and blow

cu yds in favor of

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ptest error seems to
. Please run a tape
figures or show us
ossible as this job is up

RT NUNN,
Highway Engineer,

Engineer.

Dic. by E. S. Woodford.
[illegible]
c. c. to J. H. Scott.

advise if this
has been allowed
and if so when
so that we can
get what is due
us out of Huber-
Thanking you
for anything
information you
can give me
I remain
Respty

Alec Swanson
Perry Ore
c/o Camp # 3

ANSWERED
S. H. D.

19, 1921

John Day River Bulock
Surfacing

gistered mail, final
excavation and blow

cu yds in favor of

we find two errors.
rwise we check your
atest error seems to
. Please run a tape
figures or show us
possible on this job is up

[illegible]

Highway Engineer.

Engineer.

Dic. by E. S. Woodford.
[illegible]
c. c. to J. H. Scott.

PR

August 19, 1921

Mr. C. C. Seeley,
Res. Engr.,
Parkdale, Oregon.

John Day River Blalock
Surfacing

Dear Sir;

We are returning today by registered mail, final estimate and computation book on slide excavation and blow sand.

We make a difference of 116.5 cu yds in favor of the contractor.

In checking over your figures we find two errors on page 21 of the computation book, otherwise we check your figures. As far as we can see your greatest error seems to be in your final addition of sub-totals. Please run a tape on these sub-totals and either O-K our figures or show us our error. Return all data as soon as possible as this job is up for payment.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by E. S. Woodford.
ESW
c. c. to J. H. Scott.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date aug. 6th, 1921

Week from July 30th to aug. 6th

Job Name Broken Stone Surfacing John Day River Blalock Section

Mail Address Parkdale, Ore.

Telegraph or Telephone Address Parkdale, Ore

Highway Columbia River

Express and Freight Address Parkdale, Ore.

County Gilliam Job Prefix 11PA1

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Job 11PA1 Completed and final records made up.
Party transfered to the Booth Hill section of the Mt. Hood Loop Highway. Camp established at Parkdale.

Inspection of the Located Line will be started on aug. 8th in company with County Right of Way Agent Langille

APPROVED
AUG [illegible] 1921
ENGINEER

Signed C C Seeley,

Title Res Eng'r.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week ....*men,*

..........*teams,* ....*steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed ....

Miles partially done ....

Average daily yardage placed this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week ....*men,*

..........*teams,* ....*trucks*

Percentage of total required yardage now in place ....

Surfacing will be completed about ....

Number men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week ....*men,*

..........*teams,* ....*trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job.......... *Percentage*..........

Other jobs.......... *Percentage*..........

Other jobs.......... *Percentage*..........

Other jobs .... *Percentage*..........

Aug. 4, 1921

Mr. J. H. Scott,
Div. Engr.,
The Dalles, Ore.

File

Dear Sir;

We are in receipt of an inquiry from the Superintendent of the Union Pacific System, Portland, Oregon, requesting information regarding right-of-way secured south of the O. W. R. & N. right-of-way through the SE¼ of the NE¼, Sec 27; T 2 N; R [illegible]. This is on the John Day River-Blalock Section, approximately 1½ miles east of Rock Station.

We have no records or descriptions in this office of this right-of-way and would request that if you do not have the information available, you secure the same from the county court and supply to the Union Pacific direct.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by H. W. DeSousa,

[illegible]

Form 2103-D

STANDARD
2-20-10000

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

OFFICE OF

Superintendent

IN REPLY PLEASE REFER TO

No. L

Portland, Oregon.
August 2, 1921.

Mr. H. Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Will you please advise what right of way the State Highway has secured south of O-W R&N Right of Way through the South-east 1/4 (Lot No.1) of North-east 1/4 of Section 27, Township 3 North Range 18 East 1-1/4 miles East of Hook Station.

Yours truly,

A Buckley

Superintendent.

awe/ [illegible]

---

office and have forwarded the matter to our Division Engineer, Mr. J. E. Scott, The Dalles, Oregon, with a request that he supply you with the data required.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. [illegible],

[illegible]

c. c. to J. E. Scott.

Aug. 4, 1921

Supt. Union Pacific System,
Portland, Oregon.

File

Dear Sir;

We are in receipt of your letter of the 2nd inst making inquiry regarding right-of-way secured by the State through the SE¼ (Lot #1) of the NE¼, Sec 27; T 2N; R 12E.

We do not have the information available in this office and have referred the matter to our Division Engineer, Mr. J. H. Scott, The Dalles, Oregon, with a request that he supply you with the data required.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,

[illegible]

c. c. to J. H. Scott.

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

11PA1 - Final.
File 55.

The Dalles, Ore., July 21, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Enclosed herewith is final estimate on Contract No. 298. A. D. Kern's retained percentage may now be released. The data to support this final estimate will be submitted within the next few days. For your information, we are enclosing a letter from C. C. Seeley stating that force account bills and quantity summary sheet will be submitted as soon as all work is completed.

Respectfully yours,

J H Scott
ang

J. H. Scott,
Division Engineer.

AMA:kl
Encls.

FORM 4 5M-5 21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Quinook, Ore. July 20th 1921.

11PA1

Subject: Transmittal of Final Estimate.

Mr. J. H. Scott,
Division Engineer, The Dalles, Ore.

Dear Sir:

Please find herewith enclosed in quadruplicate final estimate on job 11PA1.

In accordance with your verbal instructions we are withholding the force acc't bills and quantity summary till the completion of the finishing for the reason that the force work will not be entirely completed before the finishing is completed.

The quantities on this final estimate have been checked and are correct. The final record of distribution was completed on July 18th and will be turned in after it has had a double check.

Respectfully,

Resident Engineer.

JHS

J. W. FERGUSON
WILL T. KIRK
WM. A. MARSHALL
COMMISSIONERS

ADDRESS ALL COMMUNICATIONS
TO THE COMMISSION

STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

CLAIM DEPARTMENT
IN REPLYING TO THIS LETTER GIVE FILE NO. K

July 19, 1921.

JUL 20 1921
HIGHWAY ENGINEER

PLEASE NOTE AND RETURN
TO SECRETARY FOR FILING

Mr. R. A. Klein, Sec.,
State Highway Commission,
Building.

Re: Claim #105394 - C. C. Seeley.
Re: Claim # 78365 - C. C. Seeley.

Dear Sir:

Referring to the conversation had today between yourself and the writer relative to the amount of compensation paid to C. C. Seeley, an employe of the State Highway Commission, in connection with accidental injuries sustained August 30, 1919 and February 7, 1921, wish to advise that our records show such compensation was paid upon the theory that these injuries caused Mr. Seeley to lose time and wages.

One of the questions on the claim blank signed by Mr. Seeley in connection with his injury of February 7, 1921, reads as follows:

> Have you returned to work; if not, are you able to resume employment?

His answer is "no".

In connection with this injury he was paid compensation for one month's time loss. The closing date for the claim was furnished by Dr. Fred F. Thompson of The Dalles, who reported to the Commission on April 9, 1921, that Mr. Seeley was able to resume work on March 8.

We note the statement of expenses incurred by Mr. Seeley in making trips to The Dalles for surgical care of his fractured wrist.

Under the Compensation Law he would be entitled to reimbursement for necessary expenses incurred in obtaining proper treatment for injury. We would not consider it necessary for a man with a simple fracture of the lower radius, such as was sustained by Mr. Seeley, to be accompanied by another person in making such trips to the doctor. Therefore, Mr. Seeley would be entitled to reimbursement for his necessary railroad fare or for five trips he made to The Dalles. He would not be entitled to reimbursement for railroad fare for his wife. He would not be entitled to reimbursement for his living expenses in connection with these trips, for the reason that his compensation for time loss is supposed to take care of that expense. In this instance while Mr. Seeley was continued on the payroll of the State Highway Commission at full wages, he was not entitled to compensation for time loss as none was sustained and we assume that his living expenses would come out of his salary.

As Mr. Seeley was paid compensation for time loss in connection with this claim through error, we believe it proper for this Commission to request him to make refund of the amount so paid and at the same time invite him to send us an itemized account of his transportation expenses incurred in obtaining medical services.

As to the claim of August 30, 1919, Mr. Seeley was paid time loss covering a period of fourteen days, this payment being based upon the reports of your Commission by H. C. Ingle, District Engineer, and the claimant's statement that he was disabled from the date of his injury until September 16, 1919. These reports are also substantiated by Dr. Donnelly of Arlington, Oregon.

The Commission had no information that Mr. Seeley was continued on the payroll of your Department at full wages during the time of his disability. As it is the Accident Fund which has suffered as the result of the payment of this claim through error, we shall request Mr. Seeley to reimburse the Commission for the amount paid him.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION.

Will T. Kirk

Commissioner.

WTK:D

FORM 4 5M-5-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

REFERRED TO
[illegible]
BY H. N.

11PA1 - R.R. Encroachment on Highway.
File 9.

The Dalles, Ore., July 18, 1921.

PR

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
JUL 22 1921
STATE HIGHWAY ENGINEER

Dear Sir:

Herewith are two pictures of the O.W.R.& N. outfit loading rock from the south side of the Highway between Hook and Quinton during the month of June. This was emergency work getting material to be used for protecting their fills from high water. While I understand that they had an agreement to cross our highway road to get this rock, yet this picture shows one-half of the highway being used for a loading track, and they even had an engine out on the highway.

Respectfully yours,

J H Scott
A.

J. H. Scott,
Division Engineer.

JHS:kl
Encls.

July 1, 1921

Hartford Accident & Indemnity Co.,
430 California Building,
San Francisco, Calif.

File PR-24

Gentlemen:

We are in receipt of your letter of the 28th inst. making inquiry in regard to the surfacing of the John Day River-Blalock Section of the Columbia River Highway in Gilliam County.

We beg to advise that final payment on this work has not been made. On June 11th the work was approximately 80% complete.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. W. DeSouza,

[illegible]

June 17, 1921
File:

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Reference is made to your letter of June 1, in regard to failure of A. D. Kern to make complete payment to Tromsano Brothers for certain masonry wall construction performed by them on the John Day River-Blalock Section. This will advise that we have been informed by Mr. Kibbe that full payment in connection with this work has recently been made.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ME

ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

11PA - Pay of Tranzano Bros.
File 47.
The Dalles, Ore., June 1, 1921.

RECEIVED
JUN 3 1921

Xak.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

Some time ago Tronzano Brothers gave us a price of $11.00 per cubic yard for building a masonry wall on the John Day-Blalock Section of the Columbia River Highway. This price we accepted, and they signed up an agreement to do the work at this price. This agreement was forwarded to you on February 12th. It seems that later that you requested that A. D. Kern take over this contract, they to pay Tronzano Bros. upon competion of the work at $11.00 per cubic yard.

We are in receipt of a letter today from Peter Tronzano stating that he is unable to collect from the A. D. Kern Company a balance of $401.87 which is still due him on this work. He also states that Kern will not reply to his letters. For your information, he states that the following is the status of this account.

139.67 Cu. Yds. Wall @ $11.00 --------------		$ 1,536.37
11 Days Excavation @ $ 4.00 --------------		44.00
Total due		$ 1,580.37
Paid 3/13/21 --------------	$ 700.00	
" 4/28/21 --------------	250.00	
Board ----------------------	220.00	
8 Hrs. Team ----------------	8.50	
Total	$1178.50	1,178.50
Balance Due		$ 401.87

The above amount, 139.67 Cubic Yards of Masonry, was shown on A. D. Kern's estimate under date of March 11th.

Respectfully yours,
J. H. Scott
Division Engineer. ama

AMA:kl.

June 16, 1921

Mr. C. C. Seeley,
Resident Engineer,
Quinnook, Oregon.

Dear Sir:

Pursuant to your telephone request of yesterday relative to removal of the O. W. R. R. & N. temporary spur near Hook would say that Mr. Kelley took this matter up with Chief Engineer Murray of the railroad company, and he advised that the track would be removed within the next few days.

Yours truly,

Secretary.

R:K:LM

cc. Mr. J. H. Scott, Division Engineer, The Dalles, Oregon.

FORM 4 9M-6-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Subject: Industrial Insurance.

Quinook, Ore. June 6th, 1921.

Mr. Roy A. Klein,
Secretary Oregon State Highway Commission,
Salem, Ore.

Dear Sir:

In reply to your letter of June 3rd, relative to amounts paid me in compensation for injuries, I have to advise you that in the case of the broken arm for which I received $68.25 on Feb. 19th, 1921; this amount did not quite cover the amount of my expenses which were outside of my medical bills.

These expenses were incurred for the following reasons: After breaking my arm I went to Arlington and consulted Dr.J.W.Donnelly who advised me to go to The Dalles Hospital for an examination and X ray. I reported to Dr. Thompson there and had an X ray. He put the arm in splints and stated that it would six or seven weeks before I would be recovered. Although I could not even sign my name, I did not feel that it would be to the best interest of the work of which I was in charge for me stay in the hospital for so long a period although all my hospital expenses would have been paid by the Industrial Accident Commission.

I therfore with the consent of Dr. Thompson, returned to my camp at Quinton with the understanding that I could stay in the camp provided that I should go to The Dalles at such times as the Dr. required until my arm had recovered, with the understanding that I would be compensated by the Industrial Accident Commission for the expense of these trips, which was doubled owing to the fact ~~that~~ that the right arm being useless I was unable to dress myself and feed myself without aid and therefore had to be accompanied by wife on these trips to The Dalles.

It was a case of going to the hospital or making these trips, and I chose the latter as being for the best interest of my work and the least expensive for the Industrial Accident Commission.

Please find enclosed herewith statement of above expense, which as you will note slightly exceeds the amount I have received for this injury.

Further in connection with this injury, my broken arm not having recovered sufficiently to enable me to crank my State car I was compelled to buy and have installed on car #162 a self-starter at a cost of $88.00 for which I have not been reimbursed by the Department although this equipment is being used on a State car on State business.

Relative to the amount of $28.27 received in August, 1919, for injury, would say that I signed the necessary papers by instructions from the Division Engineer, H.C.Ingle who signed the Employers Form as the records will show, and received the check, and assumed that everything was regular.

FORM 4 5M-6-21
R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

In connection with reimbursement for the starter, please credit me with $88.00 the amount paid by me in cash to the Dickson-Marsh Motor Co of Hood River, who installed the starter, as I stopped there on my way from Salem to Quinton, at which point I found it impossible to crank with my injured arm. Please find Dickson-Marsh's receipt.

Hoping that I have made this matter clear I am,

Respectfully,

C. C. Seeley.
Resident Engineer.

FORM 4 5M-3-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Quinook, Ore., June 6th, 1921.

Statement of Expense of C.C.Seeley, Resident Engineer.
(In connection with compensation for injuries)

Feb. 8, 1921.

2 Railroad fares for self and wife from Quinton to The Dalles @ $1.52	$ 3.04
Auto from Dalles Station to Hospital, for X ray,	1.00
Auto from Hospital to Hotel,	1.00
Dinner for self and wife,	2.10
Lodgeing for self and wife at The Dalles,	3.50

Feb. 9th,

Breakfast for self and wife at The Dalles,	1.80
2 Railroad fares for self and wife @ $1.52,from The Dalles to Quinton,	3.04

Feb. 12th,

2 Railroad fares for self and wife @ $1.52, from Quinton to The Dalles,	3.04
Auto Dalles Station to Hospital, for X ray,	1.00
Dinner for self and wife at The Dalles,	2.00
Lodgeing for self and wife at The Dalles,	3.50

Feb. 13th,

Breakfast for self and wife at The Dalles,	1.90
2 Railroad fares for self and wife @ $1.52 from The Dalles to Quinton,	3.04

Feb.19th,

2 Railroad fares for self and wife @ $1.52 from Quinton to The Dalles,	3.04
Dinner for self and wife at The Dalles,	2.30
Lodgeing for self and wife at The Dalles,	3.00

Feb.20th,

2 Railroad fares from The Dalles to Quinton for self and wife @ $ 1.52,	3.04
Breakfast for self and wife,The Dalles,	1.75

March 5th,

2 Railroad fares from Quinton to The Dalles for self and wife @ $1.52	3.04
Dinner for self and wife at The Dalles,	1.95
Lodgeings for self and wife at The Dalles,	3.00
	51.08

FORM 4 [illegible]

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Statement of Expense of C.C.Seeley, Resident Engineer.
(In connection with compensation for injuries)
Sheet 2

	Brought fwd$51.08
March 6th,	
Breakfast for self and wife at The Dalles,	1.55
2 Railroadfares for self and wife from The Dalles to Quinton @ $1.52,	3.04
March 12th,	
2 Railroad fares for self and wife from Quinton to The Dalles @ $1.52,	3.04
Dinner for self and wife at The Dalles,	2.00
Lodgeings for self and wife at The Dalles,	3.00
March 13th,	
Breakfast for self and wife at The Dalles,	1.60
2 Railroad fares for self and wife from The Dalles To Quinton @ $ 1.52,	3.04
	$ 68.35

O K C. C. Seeley,
June 6th, 1921.

June 3, 1921

Mr. C. C. Seeley,
Resident Engineer,
Arlington, Oregon.

Dear Sir:

The Industrial Accident Commission report shows that on February 19, 1921, payment was made to you of $68.25 for loss of time from employment on account of injury.

Also we find on investigation of the Accident Commission records that in August 1919 a payment of $28.27 was made to you for fourteen days loss of time on account of injury.

Inasmuch as our records would show that you were paid full time during the entire period of your employment, will you please advise if there is any reason why these amounts should not be deducted from your current salary check.

Yours truly,

Secretary.

RAK:LM

May 28, 1921.

Mr. Frank Anderson,
Gales Creek, Oregon.

File P.R.24

Dear Sir:

With reference to your letter of the 24th requesting the quantities moved and work done between Stations 306 ⨍ 00 and [illegible] ⨍ 00 on the John Day River-Blalock Section, Gilliam County. Our final records show the following quantities between these Stations

Common Excavation ----------	2,276.1	Cu Yds
Intermediate Excavation ----	1,111.7	" "
Solid Rock Excavation ----	927.7	" "
Overhaul ----------	5,485.0	" "
Rubble Masonry ------------	382.58	" "
Guard Fence ---------- ----	100.	Lin ft

In addition to the above there was a pipe culvert placed at Station 309 ⨍ 95 including the following quantities:

Common Excavation ----------	3.1	Cu Yds
Solid Rock Excavation -------	21.8	" "
Rubble Masonry ------------	19.47	" "
Rip Rap ---------- ----	14.07	" "
24" Concrete Pipe ----------	36.0	Lin ft.

We trust this will supply the desired information.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by L.E.Parsons.
E.B.

Fales Creek May 24 1921

State Engineer
Salem Ore

Honnerable Sir

I wish to ask yours for the final figures on Stations 306+00 to Station 321+00 incl on the Blalock section of the Columbia Highway. Gilliam County which work I had by contract from Oscar Huber from 6 day of October 1919 till mach 1920 - and have since been waiting for the final figures and settlement By mr Oscar Huber without any satisfaction or further information

So I beg yours to give me the total figures on rubble wall. culverts - Yarditch and Classifi-cations overhaul and all alowanses for said stations. . . very Truly

Frank Anderson.
Fales. Creek. Ore

May 18, 1921

Mr. Oskar Lieberg,
New Foster Hotel,
66-3rd St., N.,
Portland, Oregon.

File PR-24

Dear Sir:

We are in receipt of your letter of the 17th inst making inquiry regarding work done by sub-contract approximately thirty miles north of The Dalles, Oregon.

We have assumed this information to be regarding the John Day River-Blalock Section of the Columbia River Highway in Gilliam County under contract No. 286 held by Mr. Oskar Huber.

The quantities shown on our final estimate to Mr. Huber indicate that between Stations 306 and 321 the following total quantities of work have been accomplished.

Quantity	Item
All Required	Clearing and Grubbing.
2,276.1 cu yds	Common Excavation.
1,111.7 "	Intermediate Excavation.
927.7 "	Solid Rock Excavation.
5,485 sta yds	Overhaul
382.58 cu yds	Rubble Masonry
100 lin ft	Wood Guard Fence.

We have no way of telling just what part of this work was accomplished by Frank Andersen, et al, as this is not indicated upon the estimate and the quantities which we have given are simply the total work accomplished.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,
ET

OSKAR HUBER

Portland, Ore., Mar. 22, 1920

Settlement with Frank Anderson et al. Station Crew

Station 206.00 to 221.00

2276.1 cu. yds.	Common Excavation		.40	910.44	
1111.9 "	Inter "		.60	667.14	
921.7 "	Solid "		1.25	1152.12	
380.9 "	Masonry		5.00	1904.50	
1720 "	Overhaul		.03	51.60	
	Gross earnings on contract			4685.80	
1099 hrs. Extra labor			.75	824.25	
	Total gross earnings			5510.05	
	Deduct amounts paid to day laborers	846.95			
	" powder, caps & fuse, etc.	56.24		903.19	
				4606.86	4606.86

Total time, 620 days, 1 hr. or $7.429 per day.

		Earned	Deduct board & personal items	To pay
Frank Anderson	80 3/8 days	597.10	255.15	341.95
Linder Carlson	75 3/8 "	559.96	217.49	342.47
Emil Carlson	76 7/8 "	571.10	190.85	380.25
A. Anderson	79 7/8 "	593.38	231.13	362.25
G. Johnson	75 3/8 "	559.96	234.25	325.71
Oscar Liberg	75 3/4 "	562.74	236.18	326.56
T. Benson	74 3/4 "	555.31	233.70	321.61
Otto Gustafson	71 3/4 "	533.02	237.53	295.49
Rudolph Peterson	10 "	74.29	74.18	.11
	620 1/8 "	4606.86	1910.46	2696.40

Portland May 17th. 1921

State Highway Department
Salem

MAY 18 1921

Gentlemen

Will you please give me information in the matter as to our

Last year 1920 I was doing some Station work for Mr. Oskar Huber Contractor about 30 miles North of Dalles Ore. Station No 306.00 – 321.00

I will herewith ask you if we have any more yardage common than what enclosed settlement indicate.

I understand that we have some more common for subgrade classification and overhaul.

Now in the event that we have some money to collect on that work I wish you would please forward me part to adress as below or give me information where to collect it

Awaiting your favorable reply

I am respectfully
Oskar Liberg
New Foster Hotel
66 – 3rd. St. North
Portland Ore.

PR
24

April 7, 1921.

Mr. C. C. Sealey,
Resident Engineer,
Quinook, Oregon.

Dear Sir:

We are enclosing herewith a statement showing expenditures to date (March 31, 1921) in connection with the grading and surfacing of the John Day River-Blalock Section. Your March engineering payroll is not included in this statement.

The first column in this table represents the total expenditures made on grading up to the time the work was taken over by you.

Column No. 2 represents the total amounts expended for the grading of this section and includes the amounts shown in Column 1.

Column No. 3 represents the total amount expended to date for surfacing.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by H. B. Glaisyer.

ET

Enc.

Statement Showing Cost of Grading and Surfacing the "John Day River-Blalock Section" of the Columbia River Highway in Gilliam County. (March Engineering Payrolls not Included.)

- - - - - - - - - - - - - -

Acct. No.	Item	11-PA Expenditures to Feb 20,1920	11-PA Total Expend. to Apr 1,1921	11-PA-1 Total Expend. to Apr 1, 1921
	CONSTRUCTION ENGINEERING			
341	Salaries	$2,420.44	$11,740.28	$ 2,722.28
342	Board & Lodging	294.25	485.87	- - - -
343	Transportation	41.71	162.79	- - - -
344	Auto Operation & Upkeep	- - - - -	1,623.99	572.11
345	Engr. supplies & equipment	150.58	109.18	479.45
346	Rental of Quarters & Camp Expense	480.35	1,297.95	56.75
347	Adv. for bids, cost of plans,	99.00	104.02	- - - -
348	Testing Materials	1.38	2.22	- - - -
349	Miscellaneous Charges	81.72	166.68	45.96
	TOTALS FOR CONSTR. ENGR.	$3,569.43	$15,692.95	$ 3,876.55
	BRIDGE ENGINEERING			
361	Salaries	$ 15.28	$ 672.84	$ - - - -
362	Board & Lodging	- - - -	12.85	- - - -
363	Transportation	- - - -	45.44	- - - -
364	Auto Operation & Upkeep	- - - -	56.03	- - - -
365	Engr. supplies & equipment	- - - -	6.38	- - - -
367	Adv. for bids, Blue Prints, etc.	5.82	12.20	- - - -
368	Testing Materials	5.70	26.90	- - - -
369	Miscellaneous charges	- - - -	3.13	- - - -
371	Drafting Plans in Salem Office	- - - -	125.02	- - - -
	TOTALS FOR BRIDGE ENGR.	$ 26.80	$ 960.79	$ - - - -
	RT. OF WAY DESCRIPTIONS, ETC.			
381	Salaries	$ - - - -	$ 24.14	$ - - - -
	TOTALS FOR ALL ENGINEERING	$3,596.23	$16,677.88	$ 3,876.55
	SPECIAL ADJUSTMENT ITEMS			
431	Payments on unit price contracts	$10,487.55	$220,356.67	$36,537.56
432	Labor, material, etc. furnished by State on contract jobs	5,540.17	5,585.07	- - - -
433	Labor, material, etc. furnished to contractor; to be deducted from estimate	- - - -	329.50	1,250.03
	SPECIAL WORK			
546	Guarding R. R. against damage	100.00	360.73	- - - -
	TOTALS FOR CONSTRUCTION ITEMS	$16,127.72	$226,631.97	$37,787.59
	GRAND TOTALS ALL ITEMS	$19,723.95	$243,309.85	$41,664.14

March 30, 1921.

Hartford Accident & Indemnity Co.,
Hartford Bldg.,
San Francisco, Calif.

File FR-24

Gentlemen;

We are in receipt of your letter of the 28th inst making inquiry regarding the surfacing of the John Day River-Blalock Section of the Columbia River Highway in Gilliam, your bond No. 218,044.

We beg to advise that on March 11th this work was approximately 85% complete.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. J. DeSouza,

BT

M. BISSELL, *President*
CHASE, *Chairman Board of Directors*

D. J. GLAZIER, *Recording Secretary and Treasurer*
W. G. FALCONER, *Assistant Secretary*
J. COLLINS LEE, *Assistant Secretary*
R. C. L. HAMILTON, *Comptroller*

HARTFORD ACCIDENT AND INDEMNITY COMPANY
HARTFORD, CONNECTICUT
PACIFIC DEPARTMENT
HARTFORD BUILDING, SAN FRANCISCO

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
Manager
PLEASE ADDRESS YOUR REPLY TO
FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES
SUPERINTENDENT

SAN FRANCISCO, March 25, 1921.

[illegible] MAR 2[illegible] 1921

Oregon State Highway Commission,
Salem, Oregon,

Gentlemen:-

Re:- Bond No. 218844 - A. D. Kern.

This particular bond covers contract for surfacing of the John Day River-Blalock Section of the Columbia River Highway in Gilliam County, Oregon, the contract price being approximately $137,410.00.

We will appreciate it greatly if you will inform us as to the present status of the work. If it has been completed, please give us the date of completion, and also the final figures on the contract price.

Yours very truly,

Alfred W. Hillback
T.
Asst. Supt. Surety Dept.

AWH/T.

Mar 11 #298

70,106.67 / 137,410.00 = 53%

March 26, 1921.

National Surety Co.,
Corbett Bldg.,
Portland, Oregon.

File PR-86

Gentlemen:

We are in receipt of your letter of the 24th inst relative to the contract held by Oscar Huber for work on the Columbia River Highway in Gilliam County.

As stated in our letter of January 22nd, we assume that you intended to inquire regarding the John Day River-Blalock Section instead of the Blalock-Arlington Section. The work under Mr. Huber's contract on the John Day River, Blalock grading was given final acceptance as of October 22nd, 1920. Total payments amount to $[illegible].17, including $1,177.91 for extra work which did not come under the unit price items of the contract.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. N. [illegible].

[illegible]

WE BOND MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

WORLDS LARGEST SURETY COMPANY

EDWARD P. WELCH
"The Bond Man"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON

March 24, 1931.

C.R.74

Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Klein:

Referring to your esteemed favor of January 22 in connection with contract of Oskar Huber on the Blalock-Arlington Section of the Columbia River Highway, Gilliam County, and to your request that we again take this matter up with you in about three weeks from that time, I trust you are now in a position to advise me the total amount paid contractor in this matter.

Thanking you for your usual courtesy, and with kindest personal regards, I remain

Yours very truly,

EPWelch

DISTRICT MANAGER.

EPW:LL

Grad [illegible] ([illegible])
[illegible] as of Feb 22, [illegible]

[illegible]
22,686.17
1,177.91 [illegible]

FORM 4 [illegible]

S. BENSON, PORTLAND, CHAIRMAN }
R. A. BOOTH, EUGENE } COMMISSIONERS
ED E. KIDDLE, ISLAND CITY }

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

PR

11PA - Final Estimate.
File 46.

The Dalles, Ore., March 11, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

We are returning herewith your copy of Final Estimate No. 12 on the John Day River-Blalock Section, which you forwarded to us to be used in correcting our copy of this estimate.

Respectfully yours,

J H Scott

J. H. Scott,
Division Engineer.

AMA:kl
Encls.

RECEIVED
MAR 12 1921
STATE HIGHWAY ENGINEER

PR
2x

March 9, 1921.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Ore.

File 11-PA

Dear Sir:

The enclosed copy of final estimate No. 12 on the John Day River-Blalock Section is being sent you to be used in correcting your copy of this estimate. Some changes have been made in the quantities other than originally submitted. Request that you kindly return this copy.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by L. H. Parsons,

[illegible]

Enc.

February 24, 1921.

Mr. C. C. Seeley,
Resident Engineer,
Quinook, Oregon.

Dear Sir:

We are returning under separate cover two final record books, overhaul plats and final estimate for the John Day River-Blalock Section.

A few computation errors were found in the recheck of this work, which, however, with one exception, were found to be compensating. The one appreciable error referred to is a difference of 41 cu yds of Quinton Creek Bridge excavation.

In addition to the above, we would like to call your attention to your overhaul calculations, on which we make a total difference of 2,338 cu yds. This is apparently due to your method of taking the overhaul quantities from the overhaul plat. An overhaul plat graphically represents the amount of haul. With the three hundred feet free haul deducted, the remaining area is an exact representation of the overhaul, assuming correct platting.

You have arrived at your haul quantities by taking a middle distance, regardless of the curve of the platted co-ordinates, between the extremes of the sections measured, and multiply it by the yardage as indicated for that particular section. Your middle distance method, is correct only when it is the mean of all platted co-ordinate distances used in the particular section considered. The overhaul is the measured (planimetered or scaled) area of the plat multiplied of course by the scale of platting.

The greatest difference is found in the plat from Sta. 323 - 341. Your calculations show 43,688 cu yds. We measure these areas as 45,775 cu yds.

Please recheck these overhaul quantities and also the Quinton Creek yardage referred to above and return all data at your earliest convenience.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dict. by F. D. Mason,
BT

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

February 17, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We are in receipt of voucher covering work done for the period from September 4, 1920, to January 11, 1921, for Oregon Federal Aid project No. 24.

We fail to find a copy of the contract in our records and request you to send us certified copies thereof in duplicate at your earliest convenience. The voucher cannot be certified in this office until contract is received.

Yours very truly,

C.H. Purcell

District Engineer

Ruth gone

Oregon State Highway Commission
Salem

Feb. 12, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-24

Dear Sir:

Herewith we are sending you four copies of voucher on the John Day River - Blalock Section, Oregon Federal Aid Project No. 24, in the amount of $13,232.78.

We are also enclosing four copies of voucher on the Service Creek - Valades Ranch Section, Oregon Federal Aid Project No. 6, in the amount of $10,160.89.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. [illegible]

MP

Enc.

FORM 4 [illegible]

ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

11PA1 - Force Orders.
File 53.

The Dalles, Ore., Jan. 29, 1921.

RECEIVED
FEB 1 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

I am returning to you office file containing correspondence and force order No. 2, Contract No. 295, for placing filler on fifteen miles of broken stone surfacing on Seeley's residency at Ramsey. I have noted on here for work done prior to November 23rd, as the work was stopped either on the 21st or 22nd, and this order is intended only to apply to work done before this practice was ordered discontinued.

Respectfully yours,

J. H. Scott

J. H. Scott,
Division Engineer.

JHS:kl
Encls.

cc C. C. Seeley.

Jan. 22, 1921.

National Surety Co.,
Corbett Bldg.,
Portland, Oregon.

File [illegible]

Gentlemen:

We are in receipt of your letter of recent date making inquiry regarding final payment to Oscar Huber on the Blalock-Arlington Section of the Columbia River Highway in Gilliam County.

We believe that you have confused the names of the contractors on this section, as Mr. Huber has the contract for the John Day River-Blalock Section instead of the Blalock-Arlington Section. We regret to advise, however, that the completion of the final check of the records on the John Day River-Blalock Section has not yet been made. We would suggest that you write us again in the course of perhaps three or four weeks.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. W. [illegible]

[illegible]

BOND MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

WORLD'S LARGEST SURETY COMPANY

EDWARD P. WELCH
"The Bond Man"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON

January 17,
-1921-

1921

Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Klein:

Referring to your esteemed favor of December 23, in which you stated that final notes in connection with contract of Oskar Huber, covering Blalock-Arlington Section of the Columbia River Highway, had not then been checked up, but that if we would write you soon after the first of the year you would be pleased to give us the information, I trust you are now in position to advise us the total amount paid contractor so that we can make proper disposal of our file.

Thanking you in advance, I remain,

Yours very truly,

4,294.46

EPW-H

EP Welch

District Manager.

Copy for State Highway Departme

OREGON PR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. D-1.

January 20, 1921.

MEMORANDUM FOR THE DISTRICT ENGINEER AT Portland, Oregon.

The modified project agreement and certificate to cover Oregon project No. 24 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LRB/fm

Oregon project No.24, Federal Aid Road Act,
July 11, 1916, (39 Stat.355).

MODIFICATION OF PROJECT AGREEMENT.

WHEREAS, by that certain project agreement signed on May 7, 1920, by the State Highway Commission of Oregon, and on April 21, 1920, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain rural post road described therein and designated as Oregon project No.24; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans and specifications approved for said project to provide for placing thereon a surfacing of broken stone not previously provided for and by reason thereof has requested that the estimate of cost approved for said project be increased from $231,035.31 to $382,186.31 and that the Federal funds approved and set aside to the credit of the project be increased from $115,517.65 to $191,093.15.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans and specifications be revised in the manner above recited and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one hundred and ninety one thousand and ninety three and 15/100 dollars, as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:"

To Article III shall be added paragraph (c) to read:

> "Article III. (c). The Highway Department, for and in consideration of the granting of $191,093.15 Federal aid on the improvement contemplated under this agreement and subject to such limitations on its authority as now are or hereafter may be imposed by the laws of the State of Oregon, hereby agrees that within a reasonable time after the completion of the improvement provided for by this agreement it will place, or cause to be placed, with or without Federal aid, upon the road embraced in this project, a surfacing which shall be deemed by the said Highway Department and the Bureau of Public Roads of the U.S. Department of Agriculture to be adequate to carry the present and prospective traffic with such annual maintenance charges as will represent a reasonable expenditure for the public service rendered by the Highway.

Article IV shall read:

> "Article IV. The United States pro rata share of cost of said project shall not in any event exceed (a) the said sum of one hundred and ninety one thousand and ninety three and 15/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of three hundred and eighty two thousand and one hundred and eighty six and 31/100 dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of

Oregon on the 4th day of January, 1921 and the Secretary on the 7th day of December 1920

State Highway Commission of Oregon,

By______________________,
Chairman, State Highway Commission.

By______________________,
Member, State Highway Commission.

By______________________,
Member, State Highway Commission.

E D Ball,
Acting Secretary of Agriculture.

Approval of
(Amendment of [illegible] of/Plans and Specifica[illegible] Estimates executed April 21, 1920 cover Orego. Federal aid project No.24)

Form No. PR. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of **Oregon**

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a rural post road between **the east end of the John Day River Bridge on the Sherman-Gilliam Counties line and a point on the west corporate line of Blalock,** locally known as **Columbia River Highway, Blalock Section, Gilliam county,** and designated in the records of this Department as Project No. **24**, State of **Oregon**.

Second. That in accordance with said section 6 I have approved the sum of **$302,186.31** **in addition to the $115,517.65 approved by certificate of April 21, 1920.** as the total estimated cost of said project, and the sum of $ **75,575.50**/as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 7th day of December one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

E. D. Ball
Acting Secretary of Agriculture.

January 4, 1926

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Your letter of December 27th with force order for filler on the John Day River-Blalock surfacing contract, and Mr. Seeley's letter explaining the necessity for this filler, are noted.

Please refer to our specifications covering (sizes of materials) for use on this job in which it is specified that from 25% to 40% of the stone shall pass a ¼ inch screen, and makes other provisions for adjusting the size of materials in such manner as to insure a product that is well graded and will set up well in time.

With this range and adjustment, I cannot, without examining the work in the field, be convinced of the necessity of this filler in the top course.

There is no objection to adding a limited amount of binder in the base where it is absolutely necessary for binder but binder in the top course should be avoided and should be used only after all attemps at adjustment have failed.

You will, therefore, give this matter more consideration before the general practice of using filler in the top course is adopted. Force order is returned herewith and for the present not approved.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

FORM 4 10M-8-20

S. BENSON, PORTLAND, CHAIRMAN
[illegible] BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

PR
24

OREGON STATE HIGHWAY COMMISSION

SALEM January 4, 19~~20~~ 21

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

RECEIVED
FEB 1 1921
STATE HIGHWAY ENGINEER

Dear Sir:

Your letter of December 27th with force order for filler on the John Day River-Blalock surfacing contract, and Mr. Seeley's letter explaining the necessity for this filler, are noted.

Please refer to our specifications covering (sizes of materials) for use on this job in which it is specified that from 25% to 40% of the stone shall pass a ¼ inch screen, and makes other provisions for adjusting the size of materials in such manner as to insure a product that is well graded and will set up well in time.

With this range ~~and~~ of adjustment, I cannot, without examining the work in the field, be convinced of the necessity of this filler in the top course.

There is no objection to adding a limited amount of binder in the base where it is absolutely necessary f[redacted]r but binder in the top course should be avoided and should be used only after all attemps at adjustment have failed.

You will, therefore, give this matter more consideration before the general practice of using filler in the top course is adopted. Force order is returned herewith and for the present not approved.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By C C Kelley
Assistant Engineer.

APPROVED
JAN 5 1921
DIVISION ENGINEER

CCK:LM

CONTRACT# 238,295,
298,

PR-24 John Day-Blalock 1919 - July 1920

238, 295, 298 #1

OREGON STATE HIGHWAY COMMISSION

11PA1 - Filler for Broken Stone Surfacing.
File 25.

The Dalles, Ore., Dec. 27, 1920.

RECEIVED
DEC 29 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

answered

Dear Sir:

In reply to your letter of December 22nd in the matter of earth filler used in the top course on the macadam construction on the John Day River-Blalock Section of the Columbia River Highway, the material coming from the crusher seems to be now about the proper proportion - seems to be about five fine, four course, and the product from the crusher runs very uniform, in fact the most uniform I have seen come from any plant. An adjustment of the jaws to get more fine would undoubtedly reduce the output to a material extent, and would probably make it necessary for us to make an adjustment in price with the contractor to cover this. While there is considerable rock dust in very fine material, it is only a two bin segregation, and the finest of the material is not evenly distributed.

We might be able to do a little better with a three bin segregation, although this also would involve extra cost, and is a question of whether it would obtain the result. Of course the crushed rock we are puting on in time would set up sufficiently, but would take several months, and during this time, with traffic over it, the trucks go clear through to the bottom, and in places go clear into the sand and mix the bottom course with the top course. If we have to use drags for maintenance, it is highly important to keep the two courses segregated, that is, to keep the fine material on top where it can be dragged without pulling out the loose rock. The earth filler which we are putting on seems to be the only thing which will maintain this segregation.

I realize it is a little unusual treatment, but without the filler the trucks keep the rock all stirred up and uneven. We have had considerable trouble on other jobs with this same thing, as when the rock does set up it sets up very unevenly, and it is very hard to get the proper surface. By putting this earth filler on top, the trucks immediately ride the top of the macadam and the roadbed stands up exceptionally well, even under the extremely heavy traffic. Of course, at the finish of the job it will be necessary to put on a little more fine material on top and smooth up the surface, but for the cost involved of putting on this earth filler, I think that it will be just as effective, and probably considerably more so, than screwing down the crusher for more fine.

Attached you will please find a force account order gotten out by Mr. Seeley covering this, which I have approved. Also attached is a letter of explanation by Mr. Seeley.

Respectfully yours,

JH Scott

J. H. Scott,
Division Engineer.

JHS:kl
Encls.

FORM 6 10M-6-20

BENSON, PORTLAND, CHAIRMAN
A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Quinook, Ore. Dec. 16th

11 PA 1.
Subject: Filler for Broken Stone Surfacing.

RECEIVED
DEC 29 1920

Mr. J. H. Scott,
Division Engineer,
The Dalles, Ore.

Dear Sir:

In confirmation of our conversation of Dec. 13th, relative to Filler required on this job, I have to report as follows:

A trial of the Broken Stone laid without Filler, has shown that the trucks cut through the Top Course and bring up the coarse material from the Base Course, and finally cut down into the original Sub Grade. It is obvious this would mix the Base Course with the finer Top Course as well as rut the Sub Grade, and ruin the efficiency of the Surfacing. This conclusion was arrived at, not by theory, but by actual trial. The most effective method of putting in the Filler, is to spread a thin layer, amounting in volume, to approximately 5 cu. yds. per 100 Lineal Feet of Roadway; this amount of course varied to suit conditions, depending on the amount of natural Filler in the Top material as it comes from the Crusher, which is composed of Rock Dust and other fine material, and varies with character of the Rock.

The Filler is composed of Silt mixed with Sand, and, owing to the cementing quality of the Silt, makes a first class Filler and Binder. On the greater part of the job the Filler can be put on with Fresnos, as it lies adjacent to the Roadway. Where the Line is through Rock and Boulders the Filler is trapped and hauled from the nearest deposit of suitable material.

The estimated amount of Filler required for the entire 15 Miles is 4000 cu. yds. and the estimated cost of placing, including trapping and hauling, 65¢ per yd. or a total of $ 2500.

Enclosed herewith please find Extra Work Order No. 2 to cover the above item.

The work is progressing finely and we are getting a first class Road.

Respectfully,

Resident Engineer.

RECEIVED
DEC 17 1920
Ans'd ....

Copy for State Highway Department

OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

December 8, 1920.

Mr. C. H. Purcell,
U. S. District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are triplicate copies of proposed **modified** agreement to cover **Oregon** project No. **24** for the signature of the Highway Department. You will observe that these copies have already been signed by the **Acting** Secretary of Agriculture. After they are signed by the State Highway Department they should be returned and the copies will then be compared and distributed in the usual way with the copies of the certificate.

Very truly yours,

Enclosures.

Chief Engineer.

No. 24 JOHN DAY RIVER-BIGLOCK SECTION, COLUMBIA RIVER HIGHWAY.

LEB/fm

Form 19

Broken Stone Surfacing

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section John Day River-Blalock Surfacing
Date December 4th, 1920
Week from Nov. 27th to Dec 4th
Highway Columbia River
Job Prefixes 11 PA1
(List prefixes of all jobs worked on, giving approximate percentages of time on each)
County Gilliam
Survey will be completed about
Number in party Res Engr & 4 Men
Camp location Quinton, Ore
Mail address [illegible], Ore.
(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Engineering party reran centerline and set stakes for preparation of subgrade and surfacing.
Actual surfacing operations began on Dec 4th. Trying out crushing plant & rolling subgrade, and started hauling broken stone

NOTED

Signed C C Kelley
Title Res Engr.

... from the Government and had no suitable place to store it and were anxious to have us take as much off your hands as we could -- for which reason we ordered more liberally than we otherwise would.

pk
24/

OSKAR HUBER
General Contractor
227 SHERLOCK BUILDING
PORTLAND, OREGON

Portland, Oregon, November 26,1920.

Oregon State Highway Commission,

~~City~~ Salem, Oregon x

Gentlemen:

I feel sure your Mr Klein's letter to me of November 16, in which he returned and said you declined to pay my claim for difference in cost of explosives used by me in the performance of my contract of 9-9-19 for the construction of the John Day River-Blalock Section of the Columbia River Highway in Gilliam County, was written under a misapprehension as to the facts.

The facts in this matter are as follows:

In and by said contract you expressly agreed to furnish me T N T at 12 cents per pound f.o.b. job.

Because you did not get your T.N T from the Government as soon as expected and on that account were unable to furnish me the same for the job when and as ordered and needed, it became necessary for me to buy other explosives to carry on the work. That I did at your express request and with a distinct understanding that you would reimburse me for the difference between the contract price for the T N T you agreed to furnish in the contract and what I had to pay for the other explosives; and it was at your suggestion, and because you were expecting your Governmental supply of T N T to come along any time, that I bought the other explosives in relatively small quantities. I not only had oral understandings with your representatives to this effect, but the agreement was confirmed by you in letters and telegrams; and in this connection I would particularly refer you to your letter of 11-26-19 in answer to mine of 11-25-19.

It is true that I have bought from you some T N T for use on other jobs than the one above mentioned; but these purchases were not under any understanding -- either express or implied -- that they were to in any way offset or reduce the allowance I am clearly entitled to for the excess I had to pay for explosives for the above mentioned job over the price at which you had contracted to furnish me T N T therefor. I bought T N T for other jobs at the price at which you were then selling the same just as any other contractor bought T N T from you. More than that, I so bought the same at the earnest request of your representatives who said you had unexpectedly received a large consignment of T N T from the Government and had no suitable place to store it and were anxious to have us take as much off your hands as we could -- for which reason we ordered more liberally than we otherwise would.

I trust you will, upon further consideration, recede from the attitude indicated by your aforesaid letter of November 16 and pay our claim for $4046.17 which we herewith return to you.

Kindly let me hear from you on this subject at your earliest opportunity, and oblige,

Yours very truly,

See corrected bill
allowed on all purchases
to and including Apr 6.
RAK

OSKAR HUBER
GENERAL CONTRACTOR
227 SHERLOCK BLDG.

Portland, Oregon, 10/29/20

RECEIVED
OCT 20 1920
ENGINEER

Name Oregon State Highway Commission.

Address Salem, Oregon.

Terms Cash: No Discount

Difference in price at which you agreed to furnish T N T and price we were required to pay ~~fxx~~ for other dynamite:

See contract

				lbs.		
11/29	A. Guthrie & Co.		60%	2000	21.25	425.00
	" " " "		40%	4000	19.25	770.00
	" " " "	Freight				97.53
10/25	Calif. Trojan Co.		40%	2000	18.50	370.00
	" " "	Freight				30.32
12/16	E.I.duPont de Nemours		Repauno	2000	15.75	315.00
	" "	Freight				32.05
12/19	" "		60%	2000	20.75	415.00
	" "	Freight				32.05
1/23	" "		Repauno	2000	15.75	315.00
	" "	Freight				32.05
2/5	Walther Williams Co.		60%	1000	24.00	240.00
	" " "		60%	1200	24.00	288.00
2/8	" " "		60%	1050	21.75	228.38
2/5	" " "		60%	2000	24.00	480.00
	" " "	Freight				35.36
1/26	" " "		60%n	750	24.00	180.00
	" " "	Freight				7.17
2/9	" " "	"				10.00
3/23	" " "	"				6.27
	" " "		Stumping	750	18.70	140.25
3/29	" " "		60%	1000	23.70	237.00
	" " "	Freight				8.36
3/23	" " "		60%	500	23.70	118.50
	" " "	Freight				3.88
	" " "		60%	500	23.70	118.50
	" " "	Freight				3.88
3/9	" " "		60%	1000	22.45	224.50
	" " "	Freight				8.36
3/13	" " "		60%	500	23.75	118.75
	" " "	Freight				3.88
3/6	" " "		40%	1000	21.75	217.50
	" " "	Freight				5.97
3/9	" " "	"			5520.46	1.95
4/22	" " "		60%	300	23.20	69.60
4/20	" " "	Freight				2.86
4/6	" " "		60%	1000	23.20	232.00
	" " "		60%	1000	23.20	232.00
	" " "	Freight				15.54
4/26	" " "	"				16.25
4/28	" " "		60%	1700	23.20	394.40
4/29	" " "	Freight				8.44
	" " "		60%	1000	23.20	232.00
	" " "	Freight				7.83

BILL NUMBER

NO DEDUCTIONS FOR ERRORS IN MEASUREMENTS OR PRICE WILL BE ALLOWED FROM THIS BILL UNLESS MADE WITHIN TEN DAYS FROM THE DATE OF THE BILL.

Form 19

Construction

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section John Day River - Blalock

Date November 27th, 1920

Week from Nov. 20th to Nov. 27th

Highway Columbia River

Job Prefixes 1184

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Gilliam

Survey will be completed about

Number in party Res Engr, & 4 men

Camp location Quinton, Ore.

Mail address Quinook, Ore.

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Final Estimate and Records on Grading Completed.

Progress on preparation for Surfacing.
Plant for Crushing practically completed.
Superintendent reports that the machinery will be put into operation for trial on Monday, Nov. 29th

Party running gravel stakes. Kern expects to lease two ways from plant and 2 of these men go on as inspectors & checkers.
JTR

NOV 29 192

Signed C C Kelley

Title Res. Engr.

Nov. 20, 1920.

National Surety Co.,
Corbett Bldg.,
Portland, Oregon.

File FR - 24

Gentlemen:

We are in receipt of your letter of the 19th inst. making inquiry regarding the status of the grading on the John Day River - Blalock Section of the Columbia River Highway in Gilliam County.

This work is completed at the present time, but the final estimate has not yet been received by this office. We are making a note of your request and will send you full data on the project when the notes are checked and the final estimate is paid.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dictated by J. W. DeSouza,

ET

WE BOND MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

WORLD'S LARGEST SURETY COMPANY

National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

EDWARD P. WELCH
"The Bond Man"
DISTRICT MANAGER
CORBETT BUILDING
(AUTHORITY LIMITED)

PHONE
MARSHALL 2181

PORTLAND, OREGON

November
19
1920

NOV 20 1920

Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to your letter of October 5, in connection with contract of Oskar Huber, for grading of the John Day River-Blalock Section of the Columbia River Highway, in Gilliam County, in which letter you requested that we take this matter up with you at a later date, kindly advise me status of the contract, and if the same has been completed, the total amount paid contractor under same.

Thanking you for your usual courtesy, and with kindest personal regards, I remain,

Yours very truly,

District Manager.

EPW-H

Work completed
Final Estimate
not in.
GAP.

[illegible]

November 15, 1920.

File 2B-24

United State Fidelity & Guaranty Co.,
Chamber of Commerce Building,
Portland, Ore.

Gentlemen:

We are in receipt of your letter of the 12th inst., making inquiry regarding the John Day River-Blalock Section of the Columbia River Highway in Gilliam County.

On October 23rd, this work was approximately 88% complete. We have received no advices since this date, but believe that the work is practically ready for final acceptance at the present time.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

Dic by J W [illegible]
GJR

R. Bland, President.
Capital Paid in Cash $4,500,000.

United States Fidelity and Guaranty Company

WE BOND YOU
FIDELITY JUDICIAL CASUALTY CONTRACT

J. L. HARTMAN CO.
GENERAL AGENTS
Chamber of Commerce Bldg.,
PHONE: MAIN 208

PORTLAND, ORE.

November 12th, 1920

NOV 1[illegible] 1920

State Highway Commission
Salem, Oregon

Gentlemen:-

We should be pleased to have you advise if the contract of Oskar Huber for the grading of that portion of the Columbia River Highway in Gilliam County, Oregon, known as the John Day River-Blalock Section has been completed, or if not the approximate per cent of the un-completed portion of this contract.

Trusting to have your early favor, we beg to remain

Yours truly,

J.L.HARTMAN COMPANY
BY H. Westenfelder

HW:HM

Ack

217,605.66
221,312.92 =

FORM 4 5M-7-20

S. [illegible]SON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR
24

11PA - Estimates,
File 55.

The Dalles, Ore., Nov. 13, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

John Day R. - Blalock

Attention Mr. Probert.

Dear Sir:

This will advise that Estimate No. 12 on Contract No. 238, which is due to be submitted on November 10th, will not be submitted at this time, but will be included with the final estimate which is now being checked up by Mr. C. C. Seeley, and will be turned over to our office in a short time.

Respectfully yours,

J. H. SCOTT,
Division Engineer.

AMA:kl

By

SWP.

[illegible] 1920

OREGON PROJ. NO.-24

Copy for State Highway Department

B-1

October 23, 1919.

OCT 31 1919

Mr. C. H. Purcell,
U. S. District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

On October 23, the Secretary of Agriculture approved Oregon Federal Aid project No. 24, involving the improvement of 14.95 miles of the Columbia River Highway in Gilliam County, at an estimated cost of $251,915.95, and on which Federal aid to the extent of 50 per cent is requested.

Very truly yours,

Filed copy

Chief Engineer.

leb-dp

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. I.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

POST OFFICE BUILDING,
PORTLAND, OREG.

October 20, 1920.

RECEIVED
OCT 21 1920
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem,
Ore.

Re Oregon Fed. Aid project #24.

Gentlemen:-

Referring to your letter of September 15th, enclosing revised detail estimate and requesting an amendment to the project agreement, we wish to advise that the Chief Engineer has approved this amendment under date of October 14th, 1920.

Attached hereto is a copy of the estimate upon which will be based the project agreement as amended.

Yours very truly,

C. L. McKesson
Acting District Engineer.

State 191,093.16
Govt 191 093.15
382,186.31

FORM 4 2M-7-20

S[illegible]NSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE } COMMISSIONERS
ED. E. KIDDLE, LA GRANDE

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

P 24

11PA1 - Crusher Equipment.
File 24.

The Dalles, Ore., Oct. 14, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

Mr. G. E. Kibbe, of the A. D. Kern Company, called at this office yesterday, and states that he will have the crusher on the John Day-Blalock Section in operation by November 1st. He claims to have a very good plant, expects to put out a 300 cubic yard per day capacity, and seems to be inclined to push this work to an early completion.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

noted

October 11, 1920.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Ore.

Dear Sir:

You will note that the time set for the completion of the surfacing of the John Day-Blalock section of the Columbia River Highway has been set for March 31, 1921.

Since this will be the last unit of the Columbia River Highway to be surfaced, it is apparent that the contractor should be pressed to the limit and their work closely watched. Our previous experience with this contracting firm is that they have invariably been several months behind on their contracts. In the future, it will be the policy of the Commission to charge the contractor for all engineering costs after the time set for completion has expired so that the engineering costs may be kept within reasonable limits.

I am calling this to your attention at this time, although this contract has been let for over a month, no reports of any progress on it have been received, from which it is thought that nothing has been done.

Very truly yours,

Secretary.

RAK GJR

PR-24

Oct. 5, 1920.

National Surety Co.,
Corbett Bldg.,
Portland, Ore.

File PR-24

Dear Sir:

We are in receipt of your letter of the 4th inst. making inquiry regarding the grading of the John Day River-Blalock Section of the Columbia River Highway in Gilliam County.

Our Field Engineer's weekly report under date of Oct. 2nd advises that the work is all complete except the bridges and culvert headwalls. We believe that except for the inclement weather during the past month, the work would have been completed by now, and under decent working conditions we anticipate its final completion in the very near future. If you will write us at a somewhat later date we will be very pleased to furnish you with the final information on the work.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Secretary.

Dictated by J. W. DeSouza,
ET

MORE PEOPLE THAN ANY OT R COMPANY IN THE WORLD

National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

New York.

WORLDS LARGEST SURETY COMPANY

EDWARD P. WELCH
"The Bond Man"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON

October 4,
-1930-

Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

In Re: Your File #PR-34.

Dear Sir:

Referring to your esteemed favor of September 18, advising that contract of Oskar Huber for grading the John Day River-Blalock Section of the Columbia River Highway, in Gilliam County, was approximately 98% completed September 3, I trust you can now advise me that this contract has been completed, and the total amount paid contractor under same.

Thanking you for your usual courtesy, I remain,

Yours very truly,

EPW-H

District Manager.

PR 5

OREGON STATE HIGHWAY COMMISSION

Subject: Instructions for Rock Surfacing John Day River Blalock Section.

Quinook, Ore. Oct 4, 1920.

1920

Mr Herbert Nunn,
State Highway Engineer Salem, Ore.

Dear Sir:

In connection with my letter of Aug 30 th 1 understand that you have in your office in Salem circular letters relative to all Rock Surfacing Jobs which are supplimentary to your regular instructions.

Please send me copies of all such letters at your earliest convenience so that we may have complete instructions before the job starts here.

This to avoid changes in the methods of executing the work while in progress or post mortems when the final records are sent in which are most unsatisfactory to all concerned.

Respectfully,

C. C. Seeley.
Resident Engineer.

Sept. 30, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon. File PR-24

Dear Sir:

Herewith we are enclosing four copies of voucher in the amount of $ 4,904.17, covering work done from July 4th to Sept. 3rd, 1920, on the John Day River-Blalock Section, Oregon Federal Aid Project No. 24.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

D58

By

Office Engineer.

Dictated by J. W. DeSouza,
ET
Enc.

Sept. 11, 1920.

File PR-24

Mr. C. C. Seeley,
Resident Engineer,
Quinook, Oregon.

Dear Sir:

We have your letter of recent date requesting data relative to the surfacing contract on the John Day River-Blalock Section, and copies of all report forms, etc., necessary for this class of work.

We beg to advise that the Highway Commission has reconsidered their action in awarding this contract at the last meeting, and the entire matter is in suspense at the present time.

We are holding your letter and will furnish you with the items which you request in case the Commission definitely awards the project.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. W. DeSouza,
ET

Sept. 15, 1920.

File PR-24

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing five copies of estimate as basis for Project Agreement on the John Day River-Blalock Section, Oregon Federal Aid Project No. 24.

This estimate is in the amount of $382,186.31, and requests Federal Aid of $191,093.15.

The State Highway Commission has awarded the surfacing contract on this work to A. D. Korn based upon the following special considerations:

Instead of the lump sum bid of $3,000.00 for the removal of slides, etc., the contract is based upon an estimated yardage of 7,500 cu. yds. at the unit price of $.40 per cubic yard. The contractors have agreed to accept payment on this basis for only such yardage as they shall move, ~~and~~ with all quantities in excess of the amount of 7,500 cu. yds. ~~will~~ be handled by the contractor without cost to the State.

The unit price on Talus Sub-Surfacing has been reduced to $1.00 per cubic yard. Assistant Highway Engineer, C. C. Kelley, has recommended that the quantity of this item be increased from 1,500 cu. yds. to 6,000 cu. yds. This change has been made in the contract and the contractors have agreed to accomplish the placing of the original quantity of 1,500 cu. yds. from such material sources as the State may require. On the additional quantities, the State has agreed that the contractor will not be required to secure a smaller quantity than 1,500 cu. yds. from any single source of supply.

These considerations have been incorporated in the contract, copies of which will be sent you when they are executed.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. W. DeBouse,
ET

OREGON STATE HIGHWAY DEPARTMENT — OREGON FEDERAL AID PROJECT NO.24

JOHN DAY RIVER-BLALOCK SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as basis for Project Agreement. Based on Contract Prices.)

* * * * * * * * * *

14.95 Miles of Grading and Surfacing. Salem, Oregon, September 14, 1920.

Quantity	Item	Unit Price	Amount
All Required	Clearing & Grubbing		$ 500.00
57,140 Cu. Yds.	Common Excavation	.63	35,998.20
13,480 "	Intermediate "	1.00	13,480.00
55,260 "	Solid Rock "	2.10	116,046.00
78,900 Sta. Yds.	Overhaul	.05	3,945.00
982 Lin. Ft.	12" Culvert Pipe	1.50	1,473.00
508 "	18" " "	2.50	1,270.00
234 "	24" " "	3.25	760.50
40 "	36" " "	6.00	240.00
105 Cu. Yds.	Class "A" Concrete	27.50	2,887.50
65 "	Class "C" Concrete	22.50	1,462.50
6,050 Lbs.	Metal Reinforcement	.08	484.00
900 Cu. Yds.	Rubble Masonry	14.00	12,600.00
19,920 Lin. Ft.	Wood Guard Fence	.70	13,944.00
.53 Miles	Graderwork	1,000.00	530.00
240 Lin. Ft.	Piling	1.00	240.00
Surfacing:			
7,500 Cu. Yds.	Slide Removals, etc.	.40	3,000.00
150 "	Broken Stone for Shoulder Drains	5.00	750.00
6,000 "	Talus Sub-Surfacing	1.00	6,000.00
500 Yd. Miles	Payhaul on Talus Sub-Surfacing	.60	300.00
32,000 Cu. Yds.	Broken Stone Surfacing	3.98	127,360.00
			$ 343,280.70

Quinton Creek Bridge, 22' Span, Sta. 504/40:

Quantity	Item	Unit Price	Amount
110 Cu. Yds.	Class "A" Concrete	27.50	3,025.00
8,630 Lbs.	Metal Reinforcement	.08	690.40
320 Lin. Ft.	Piling	1.00	320.00
42 "	Handrail	3.00	126.00
	Sub-Total		$ 347,442.10
	10% Engr. & Cont.		34,744.21
	TOTAL		$ 382,186.31

Cost per mile exclusive of Bridges over 20' span, $ 25,258.11

State Funds Available	$191,093.16
Federal Aid Requested	191,093.15
JWD Total	$382,186.31

Federal Aid Recommended $ ____________

PF 24 #1

Sept. 11, 1920.

File 11 FA-1

Mr. W. C. Crews,
Office Engineer,
Pendleton, Oregon.

Dear Sir:

Please be advised that we have assigned prefix 11 FA-1 to graveling the John Day River-Blalock Section of the Columbia River Highway in Gilliam County.

The contract for this job has not as yet been awarded. Copies will be sent you and Mr. Seeley as soon as this is done.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by H. B. Glaisyer,
ET
C. C. to C. C. Seeley.

HERBERT NUNN
STATE HIGHWAY ENGINEER

NANCHE O. BENNETT
DIVISION ENGINEER

TANT ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Subject: Prefix.

PENDLETON, Sept. 8, 1920.

Attention Mr. Probert.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Dear Sir:

Kindly send to this office, with copy to Mr. C. C. Seeley, Quinook, the graveling prefix for the John Day River-Blalock Section. Also send copy of contract to this office and to Mr. Seeley.

Very respectfully,

W. C. Crezos
Office Engineer.

WCC/B

11-PA1

ANSWERED
H. B. G.

SEP 10 1920

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF ED E. KIDDLE, COMMISSIONER
ISLAND CITY, OREGON

PR
John Day-Blalock Surfacing

1920

September 3, 1920.

Herbert Nunn,
Engineer Ore. State Highway Comm.,
Salem, Oregon.

Dear Sir:

Mr. Kibbe seems quite anxious that we should get together on the John DayBiglock Surfacing and he made a proposition that he would remove the sand on the basis of 40¢ per yard with maximum of Pay yardage of seventy-five hundred cubic yards, he to remove any over that amount free of costs to us.

And also agreed to put down fifteen hundred cubic yards of Talus at $1.00 per cubic yard, and to let the balance of his bid go in as per his bid at the meeting. It seems to me that there is too much difference on the price of the Talus of $1.00 per cubic yard for fifteen hundred cubic yards and $2.90 for any over that amount.

$2.90 per cy for [illegible] to Kibbe [illegible] alternatively. If additional yardage [illegible] must be taken in quantities sufficient to justify a schedule. OK

I talked this matter over with Mr. Booth and Mr. Benson and we all agreed that we are anxious to have our work done as soon as possible, and said for me to take the matter up with you and see if we could not arrive at some agreement with Mr. Kibbe.

I inclose, herein, his written agreement on the subject. Wish you would see if you cannot get together with him on prices and get work started at once.

Respectfully yours,

Ed E Kiddle

INC
EEK/ND

August 21, 1920.

Mr. C. H. Purcell, File-24 P.R.
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing three copies of revised special provisions on the John Day River-Blalock Section, Oregon Federal Aid Project No. 24. These special provisions are the same as were previously submitted to you with the exception that we have incorporated the changes relative to the use of gravel surfacing recommended by your office and have also provided more detailed and specific grading for the broken stone to be used. We might state that the special provisions for this broken stone are the same as have been submitted for the Butte Creek Section, Oregon Federal Aid Project No. 4.

This project is being re-advertised for bids to be received on the 24th inst.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Asst. Highway Engineer.

Dictated by J. W. DeSouza.
ET
Enc.

SPECIAL PROVISIONS
John Day River-Blalock Surfacing.

GRADING WORK

CLEANING SIDE DITCHES, REMOVING SLIDES, ETC.

In connection with the surfacing work, the contractor will be required to place the grade in proper condition to receive the surfacing, which work will consist mainly of the cleaning out of side ditches, and the removing of slides, blow sand and other material that has come into the roadbed section or that may come in during the progress of the work. The cost of this work shall be covered by a lump sum bid.

SIDE DITCHES

All side ditches shall be cleaned in a manner to provide proper drainage, and where the material is suitable same may be used to build up the subgrade and shoulders. If material is unsuitable for this purpose it shall be distributed uniformly along outer edge of fill. All side ditches must be finished and superfluous material disposed of before gravel surfacing is laid.

SLIDES, BLOW SAND, ETC.

All slides, blow sand, and other material within the original roadbed section shall be removed from roadbed in such a manner that the cut slopes will be left in satisfactory condition and material must be distributed uniformly along sides of fill. If suitable and if same is required, slide material may be used to build up subgrade and shoulders.

TALUS SUB- SURFACING

WORK TO BE DONE

On sections where the roadbed is composed of coarse rock the contractor will be required to fill the interstices in the surface with talus from rock slides along the roadway, before the crushed gravel or broken stone surfacing is placed. The width to be so filled shall be sixteen feet. The sections to be filled and quantities of talus used shall be as directed by the Engineer.

METHOD OF CONSTRUCTION

The contractor shall place the material smoothly and evenly over the portions to be filled and when required by the Engineer, shall hand rake the material so as to thoroughly fill the interstices in the roadbed surface. Care shall be exercised to cause no detrimental disturbance of the existing roadbed. The material shall be leveled to a true and even surface suitable as a base for the crushed gravel or broken stone surfacing.

Quality of Material:

The Engineer shall designate the sources from which material shall be obtained and he shall reject all material which, in his opinion, is not equal in quality and grading to the best available within reasonable hauling distance. No adjustment will be made on account of any loss of anticipated profits that may result from the lengthening or shortening of the payhaul distance.

Materials to be Secured by Contractor:

The contractor will be required to furnish and develop all slides or other sources of material and all cost in connection therewith shall be understood to be included in the unit price bid for sub-surfacing materials.

Payhaul:

In his price bid for "Talus Sub-surfacing" the contractor includes the cost of loading and hauling of all material to a point one mile from the point of loading and this one mile shall be considered free haul.

For each mile haul greater than one mile, the contractor shall receive the price bid for payhaul per yard mile. For purposes of measurement the section to be surfaced will be divided into one mile units beginning one mile from the point of loading of the particular material hauled. The payhaul on all material deposited in the first mile beyond the freehaul limits will be considered as one mile; all material deposited in the second mile, as two miles, etc.

Measurement and Payment:

The quantity of Talus Sub-surfacing to be paid for shall be the number of cubic yards, loose measure, delivered and incorporated in the work. The price bid shall include the furnishing, loading and hauling for one mile, placing, raking and smoothing. Payhaul will be paid for as stipulated above.

SURFACING

Alternate Propositions:

The contractor will submit bids upon two alternate propositions; alternate No. 1 contemplating the use of Broken Stone over the entire length of the project; and alternate No. 2 contemplating the use of Screened Gravel from the John Day River Pit over such part of the project as contractor may consider most economical and as will enable him to submit the lowest total bid.

In submitting these alternate bids the contractor will use the attached special bidding blank oposite page 14. For alternate No. 1, he shall use as the bid quantity 32,000 cubic yards of Broken Stone Surfacing whatever yardage he may figure that he can most economically place from the John Day River Pit, and he shall use as the bid quantity for Broken Stone Surfacing the difference between 32,000 cubic yards and the quantity used for Screened Gravel Surfacing. As a basis for screened gravel quantities he may figure that 2,100 cubic yards will be used per mile.

Preparation of Sub-grade:

The roadbed shall be reshaped and brought to a uniform grade and cross-section. All ruts and other inequalities shall be eliminated, and such trenching done as the Engineer may consider desirable to give shoulders between which to place surfacing materials.

Width and Thickness:

Surfacing shall be constructed sixteen feet in width and with an average thickness of eight (8) inches loose. The thickness may be increased or decreased at the option of the Engineer to suit varying conditions of subgrade.

Number of Courses:

Surfacing shall in general be constructed in two courses, the relative thicknesses of courses to be as directed by the Engineer.

Materials:

The surfacing shall be constructed of broken stone, except that gravel from the pit just west of the John Day River Bridge may, at the option of the contractor, be substituted for broken stone, over such part of the work as will result in greatest economy.

All surfacing material shall be clean, hard, tough and durable and shall contain no vegetable or other objectionable matterial, and shall be free from soft, thin, elongated or laminated pieces. Materials shall be subjected to and must pass such tests as the Engineer may consider necessary to insure good material.

Rock of suitable quality is available from the quarry sited and talus rock banks indicated on the accompanying sketch map. Only the most suitable material available from each of these sources, or material in every equal to these materials, will be allowed to be used. The Engineer shall in every case be the judge as to the relative suitability of the material available, and only the most suitable materials obtainable within reasonable hauling distance, will be allowed to be used.

Pits, Banks, & Quarries to be Secured by State:

The necessary pits, banks, and quarries to be used as sources of material supply will be secured and furnished to the contractor in accordance with the terms outlined in the attached clause covering this item.

Sizes of Materials:

No Broken Stone shall be used the largest dimension of which shall be refused by a one and one-half (1½) inch circular opening. Not less than sixty (60) percent nor more than seventy-five (75) percent shall be retained on a one-quarter (¼) inch screen. Of the materials retained on a one-quarter (¼) inch screen, not less than thirty-five (35) percent nor more than sixty (60) percent shall be retained on a three-quarter (3/4) inch screen. The materials passing a one-quarter (¼) inch screen shall not contain more than thirty (30) percent of dirt and stone dust as determined by passage through a No. 50 standard laboratory sieve. It is the intention to use the entire crusher output and the contractor shall be required to furnish a material which shall be well graded from coarse to fine and is within the specified proportions for the various sizes. Should the material at any time, fail to maintain suitable grading and proportions the contractor, by satisfactory manipulation of the addition of selected materials, shall furnish a material that is well graded and of the specified proportions.

Screening:

The Broken Stone, crushed in accordance with the above specifications, shall be separated into two sizes and stored in separate bins. Material passing a one and one-half (1½) inch circular opening and retained on a second screen of a size to be determined later, shall be used in the construction of the bottom course. Material passing this second screen shall be used in the construction of the top course.

The size of the second screen shall be based upon the requirements of the materials encountered and shall be anywhere from five-eighths (5/8) inch to one (1) inch as may be directed by the Engineer. If required by the Engineer this screen shall be equipped with a dust jacket.

Oversize Gravel to be Screened Out:

Gravel from the John Day River Pit shall be screened to a maximum size of one and one-half (1½) inches, and shall contain not more than thirty-five (35) percent of material passing a one-quarter (¼) inch screen.

Construction Requirements:

With a view of securing a maximum amount of uniformly smooth and compacted surface, the contractor will be required to do his hauling, as far as practicable, over the surfacing as it is placed; to construct each course beginning at the point of loading and working away from that course at least to construdt and maintain a finished bottom course at least five hundred (500) feet in advance of the placing of the top course.

The contractor shall carefully spread the material by a method satisfactory to the Engineer and in no case will any segregation of the large and fine particles in either course be allowed.

In the construction of each course the contractor shall harrow and drag the material at frequent intervals during the spreading and levelling process, and also later when hauling is being done over the road. The intervals at which harrowing and dragging will be required, and the manner in which it shall be done, will be determined by the Engineer basing his judgment upon the results that are and can be reasonably obtained.

Any sprinkling or rolling that may be required will be paid for as "Extra Work" in accordance with the terms stated on pages 11 and 12 of the Standard Specifications.

After the surfacing is completed and all construction hauling is done, the contractor will be required to grade up and finish the entire roadbed producing a uniform and finished roadbed section as indicated on the typical cross-section attached.

Team Hauling Preferred:

In considering bids, preference will be given to proposals contemplating hauling by teams and wagons or by caterpillar tractors with trailers.

Contractors are, therefore, requested to submit alternate propositions, one contemplating team or tractor hauling, and the other contemplating truck hauling.

In case the award is made on the team or tractor haul basis, it is understood that all wagons, trailers, or other vehicles used will be equipped with steel tires not less than six (6) inches in width.

In his proposal the contractor must clearly designate the class of equipment which he proposes to use, and the Highway Commission may reject as informal any proposal in which this is not clearly designated.

MEASUREMENT AND PAYMENT

Surfacing shall be paid for at the unit price bid for "Broken Stone Surfacing". This price shall be understood to include the preparation of subgrade, the developing of all sources of material, the crushing, screening, hauling, spreading, harrowing and dragging of the surfacing materials, the trimming of earth shoulders, and all other work incidental to the construction of a complete and finished broken stone road.

Shoulder drains and talus sub-surfacing will be paid for as separate items.

The quantity of "Broken Stone Surfacing" to be paid for shall be the number of cubic yards, loose measure, of broken stone and of gravel from the John Day River Pit, delivered and incorporated in the work, in accordance with the specifications and the instructions of the Engineer.

SHOULDER DRAINS

Where necessary and as indicated by the Engineer, the contractor will be required to construct shoulder drains for the purpose of freeing the roadbed from all surface water. Shoulder drains shall be constructed by excavating a ditch from the edge of rock surface through the shoulder material to a point on the lower edge of shoulder, well below the elevation of bottom of road surfacing, and said ditch to be filled with crushed rock or gravel suitable for a well constructed drain.

Shoulder drains shall be placed 30 to 50 feet apart where necessary along each side of surfacing. Drains on opposite sides of roadbed shall be placed alternately or staggered and not opposite each other, or as directed by the Engineer.

The excavation shall be one foot deep and 2 feet wide at top with side slopes as steep as practicable. The rock or gravel shall be fairly well graded up to a maximum diameter of three inches, excepting that the material in the top four inch layer shall have a maximum diameter of one and one-half inches.

MEASUREMENT AND PAYMENT

The price bid for "Broken Stone for Shoulder Drains" will be understood to cover and include the construction of shoulder drains.complete including excavation.

T. N. T. TO BE FURNISHED

The State Highway Commission will furnish to the successful bidder on this work such amount of Trinitrotuluene (commonly called T.N.T.) as may reasonably be required for the blasting operations involved. This explosive will be furnished f.o.b. Woodburn, Oregon, and will be charged to the contractor at the price of Ten Cents (10¢) per pound.

Amounts due the State Highway Commission for T.N.T. furnished will be deducted from the contractor's monthly and final estimates.

FEDERAL AID PROJECT

The work to be done under this contract is Federal Aid Cooperative Work", and the contractor's attention is directed to clauses in the Standard Specifications referring to Federal Aid Projects.

STATE TO FURNISH GRAVEL BANK AND QUARRY SITES.

The State Highway Commission will secure and make available to the contractor, without payment of royalty, such quarry sites, gravel banks, and gravel pits as are specified herein as being acceptable sources of material supply, and such quarry sites, gravel banks and gravel pits as the contractor may locate and desire to utilize, provided, however, that noquarries, banks or pits other than those specifically mentioned in the specifications as acceptable sources of materials, will be secured by the State until they have been thoroughly prospected by the contractor and found to be satisfactory, both as regards quantity and quality of materials, and only such quarries, banks or pits will be secured as, in the opinion of the Engineer, are reasonably required for the economical prosecution of the work.

The State Highway Commission will also assume responsibility for the leasing or purchasing of gravel, rock and sand required to be taken from the beds of navigable streams, which leasing or purchasing is required under Chapter 32 of the Oregon Laws of 1920.

In the securing of quarries, pits and banks, the initiative shall rest with the contractor. He shall make written request to the State Highway Commission for each and every quarry, pit and bank that he desires to utilize, giving complete property descriptions of each, with the names and addresses of owners, and details as to quantities of materials to be obtained from each quarry, pit or bank. If the State Highway Commission fails to make any quarry, pit or bank available to the contractor within twenty-eight days after the receipt of the contractors written request for same, the time limit for the completion of the work under contract shall be extended by such amount of time as the Engineer may consider that the completion of the work as a whole has been delayed on account of the failure to secure the quarry, bank or pit within twenty-eight days after the receipt of the contractors request.

This clause will in no case be interpreted as making the State Highway Commission responsible for royalties or other costs in connection with materials purchased from commercial operators. It shall apply only to quarries, pits and banks to be operated by the contractor and from which the materials are to be used only in connection with the work to be done under the contract involved. The State Highway Commission does not obligate itself to secure for the contractor any pit, bank or quarry which is being operated, or which has been secured for the purpose of operating, by any party, for commercial purposes or for use in connection with work other than that contemplated under this contract. Neither does the State Highway Commission obligate itself to secure any pit, bank or quarry which, on account of its location or its value for other purposes, or which for any reason, would cost the State an amount to secure, beyond what would be considered a reasonable royalty on material for road surfacing purposes.

The State Highway Commission will bear no part of the cost of the location, prospecting, developing, or operating of any pits, banks, or quarries, or of the cost of constructing connecting roads.

August 18, 1920.

Mr. H. O. Bennett,
Division Engineer,
Box 39,
Pendleton, Oregon.

Dear Sir:

There seems to exist some misunderstanding as to just what prices should be used in the Engineer's estimate for the John Day River-Blalock Section. We have looked for the previous estimate which you sent us but do not seem to be able to locate it in this office. It is my impression that Mr. Kelley had this while in Portland, but I am not sure. Will you kindly prepare another estimate based on the revised specifications and forward them to this office.

There seems to be still some doubt as to whether this job will be awarded with a reduction from the low bids received last meeting, or bids will be accepted again at the meeting to be held the 24th. We desire your unit prices in case the job is to come up again.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer.

[illegible] forwarded [illegible]
R.A.K.

Dictated by J. W. DeSouza.
ET

A. D. KERN
FOOT OF MILL STREET
PORTLAND, OREGON

TELEPHONE
MAIN 456

PR
X

NOTED

August 10, 1920

file [illegible] Blalock surfacing

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

After conference with the Engineer's we found we had misinterpreted the specifications for broken stone surfacing in Gilliam County and herewith submit revised proposal as per understanding this afternoon.

Removal of Slides, Blow Sand, cleaning side ditches etc:		$1000.00
Broken Stone for Shoulders drains 150 cu. yds.	4.00 per cu. yd.	600.00
Talus subsurfacing 1500 cu. yds.	1.00 " "	1500.00
Payhaul on Talus subsurfacing 500 cu. yds.	.50 " "	250.00
Broken Stone Surfacing 32000 cu. yds.	3.98 " "	127360.00
	3.80	130710.00

Yours truly,

A. D. Kern

A. D. Kern

GEK-M

601

CAK
For your files.
CAK

Portland, Oregon, Aug. 19th, 1920.

Oregon State Highway Commission,
Salem, Oregon,

Gentlemen,-

After a conference with the Engineers we find we had misinterepreted the specifications for Crushed Rock" surfacing in Gilliam County and herewith submit revised proposal as per understanding agreed upon this afternoon.

Cleaning up Slides Lump Sum			$1000.00
Rock Shoulder drains per cu. yd.	150	$4.00	600.00
Talus Subsurfacing " " "	1900	1.00	1900.00
Payhaul talus subsurfacing per mi.	500	.50	250.00
Broken Stone Surfacing 32000 Cubic yds.		3.98	127360.00
Total			$ 130720.00

Respectively submitted,

A. D. Kern

By_______________

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 24

July 30, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Special Provisions for gravel surfacing on Oregon Federal Aid Project No. 24 received today.

The Special Provisions are found to be satisfactory except as to two or three details.

The run-of-bank gravel from the John Day pit is authorized as an alternate if the contractor elects to use it. This material will cost much less to produce than the broken stone as specified and it seems that the State should be entitled to any saving which may result from its use. While undoubtedly satisfactory as an alternate, it is open to question as to whether it will make a surface equal to the broken stone and we believe bids should be received on it as an alternate.

The Special Provisions require oversize in gravel to be raked out or screened out. It is believed that oversize if present in any substantial quantity, say over 10%, should be screened out. Raking out oversize is generally unsatisfactory to all parties concerned.

On Page Four it is stated that sprinkling and rolling will not be required. The usual way of stating that sprinkling or watering if required will be paid for as extra work would leave this matter within the discretion of the engineers.

Please advise us as to your views on the above matters.

Yours very truly,

G L McKesson

Acting District Engineer,

ANSWERED
S. H. [illegible]

PP
24

July 29, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We are sending you herewith special provisions, estimate of cost, and unit price cost analysis covering the surfacing of the John Day River-Blalock Section of the Columbia River Highway, Federal Aid Project No. 24.

We will be pleased to have your recommendations in connection with the special provisions covering this work at your earliest convenience, as we are advertising this work for bids to be received on August 10th.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET
Enc.

Office copy

OREGON STATE HIGHWAY DEPARTMENT OREGON FEDERAL AID PROJECT NO. 24.

SURFACING THE JOHN DAY RIVER-BLALOCK SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to accompany special provisions. Not as basis for project agreement.)

14.95 Miles of Surfacing. Salem, Oregon, July 29, 1920.

Quantity	Item	Unit Price	Amount
32,000 Cu. Yds.	Broken Stone Surfacing @	3.40	$ 108,800.00
150 "	Broken Stone for Shoulder Drains	3.40	510.00
1,500 "	Talus Sub-Surfacing	3.10	4,650.00
500 "	Payhaul on Talus Sub-surfacing	.50	250.00
All Required	Removal of Slides & Blow Sand, Cleaning Side Ditches, etc.	Lump Sum	750.00
		Sub-Total	$ 114,960.00
		10% Engr. & Cont.	11,496.00
		Total	126,456.00

Length of Project 14.95 Miles.

Cost Per Mile of Surfacing 8,458.59.

State Funds Available	$ 63,228.00
Federal Aid Requested	63,228.00
	$126,456.00

S.H. Probert

Office Engineer.

JWD

SPECIAL PROVISIONS
John Day River-Blalock Surfacing.

GRADING WORK

CLEANING SIDE DITCHES, REMOVING SLIDES, ETC.

In connection with the surfacing work, the contractor will be required to place the grade in proper condition to receive the surfacing, which work will consist mainly of the cleaning out of side ditches, and the removing of slides, blow sand and other material that has come into the roadbed section or that may come in during the progress of the work. The cost of this work shall be covered by a lump sum bid.

SIDE DITCHES

All side ditches shall be cleaned in a manner to provide proper drainage, and where the material is suitable same may be used to build up the subgrade and shoulders. If material is unsuitable for this purpose it shall be distributed uniformly along outer edge of fill. All side ditches must be finished and superfluous material disposed of before gravel surfacing is laid.

SLIDES, BLOW SAND, ETC.

All slides, blow sand, and other material within the original roadbed section shall be removed from roadbed in such a manner that the cut slopes will be left in satisfactory condition and material must be distributed uniformly along sides of fill. If suitable and if same is required, slide material may be used to build up subgrade and shoulders.

TALUS SUB- SURFACING

WORK TO BE DONE

On sections where the roadbed is composed of coarse rock the contractor will be required to fill the interstices in the surface with talus from rock slides along the roadway, before the crushed gravel or broken stone surfacing is placed. The width to be so filled shall be sixteen feet. The sections to be filled and quantities of talus used shall be as directed by the Engineer.

METHOD OF CONSTRUCTION

The contractor shall place the material smoothly and evenly over the portions to be filled and when required by the Engineer, shall hand rake the material so as to thoroughly fill the interstices in the roadbed surface. Care shall be exercised to cause no detrimental disturbance of the existing roadbed. The material shall be leveled to a true and even surface suitable as a base for the crushed gravel or broken stone surfacing.

QUALITY OF MATERIAL

The Engineer shall designate the sources from which material shall be obtained and he shall reject all material which, in his opinion, is not equal in quality and grading to the best available within reasonable hauling distance. No adjustment will be made on account of any loss of anticipated profits that may result from the lengthening or shortening of the payhaul distance.

MATERIALS TO BE SECURED BY CONTRACTOR

The contractor will be required to furnish and develop all slides or other sources of material and all cost in connection therewith shall be understood to be included in the unit price bid for sub-surfacing materials.

PAYHAUL

In his price bid for "Talus Sub-surfacing" the contractor includes the cost of loading and the hauling of all material to a point one mile from the point of loading and this one mile shall be considered as free haul.

For each mile haul greater than one mile, the contractor shall receive the price bid for payhaul per yard mile. For purposes of measurement the section to be surfaced will be divided into one mile units beginning one mile from the point of loading of the particular material hauled. The payhaul on all material deposited in the first mile beyond the freehaul limits will be considered as one mile; all material deposited in the second mile, as two miles, etc.

MEASUREMENT AND PAYMENT

The quantity of Talus Sub-surfacing to be paid for shall be the number of cubic yards, loose measure, delivered and incorporated in the work. The price bid shall include the furnishing, loading and hauling for one mile, placing, raking and smoothing. Payhaul will be paid for as stipulated above.

SURFACING

PREPARATION OF SUBGRADE

The roadbed shall be reshaped and brought to a uniform grade and cross-section. All ruts and other inequaliti shall be eliminated, and such trenching done as the Engineer may consider desirable to give shoulders between which to place surfacing materials.

WIDTH AND THICKNESS

Surfacing shall be constructed sixteen feet in width and with an average thickness of eight (8) inches loose. The thickness may be increased or decreased at the option of the Engineer to suit varying conditions of subgrade.

NUMBER OF COURSES

Surfacing shall in general be constructed in two courses, the relative thicknesses of courses to be as directed by the Engineer.

MATERIALS

The surfacing shall be constructed of broken stone, except that gravel from the pit just west of the John Day River Bridge may, at the option of the contractor, be substituted for broken stone, over such part of the work as will result in greatest economy.

All surfacing material shall be clean, hard, tough and durable and shall contain no vegetable or other objectionable material, and shall be free from soft, thin, elongated or laminated pieces. Materials shall be subjected to and must pass such tests as the Engineer may consider necessary to insure good material.

Rock of suitable quality is available from the quarry sites and talus rock banks indicated on the accompanying sketch map. Only the most suitable material available from each of these sources, or material in every way equal to these materials, will be allowed to be used. The Engineer shall in every case be the judge as to the relative suitability of the material available, and only the most suitable materials obtainable within reasonable hauling distance, will be allowed to be used.

PITS, BANKS, AND QUARRIES TO BE SECURED BY STATE

The necessary pits, banks, and quarries to be used as sources of material supply will be secured and furnished to the contractor in accordance with the terms outlined in the attached clause covering this item.

BROKEN STONE TO BE SCREENED

Broken stone shall be passed over screens having three-quarter inch and one and one-half inch circular openings Material passing the one and one-half inch screen shall be used in the base course. Material passing the three-quarter inch screen shall be used in the top course. Material failing to pass the one and one-half inch screen shall be recrushed or wasted.

GRAVEL TO BE USED RUN-OF- BANK

If the contractor elects to use gravel from the pit west of the John Day River Bridge, this material may be used run-of-bank in both courses provided, however, that all material greater than one and one-half inch in size shall be either raked out or removed by screening.

CONSTRUCTION REQUIREMENTS:

With a view of securing a maximum amount of uniformly smooth and compacted surface, the contractor will be required to do his hauling, as far as practicable, over the surfacing as it is placed; to construct each course beginning at the point of loading and working away from that point and to construct and maintain a finished bottom course at least five hundred (500) feet in advance of the placing of the top course.

The contractor shall carefully spread the material by a method satisfactory to the Engineer and in no case will any segregation of the large and fine particles in either course be allowed.

In the construction of each course the contractor shall harrow and drag the material at frequent intervals during the spreading and levelling process, and also later when hauling is being done over the road. The intervals at which harrowing and dragging will be required, and the manner in which it shall be done, will be determined by the Engineer basing his judgment upon the results that are and can be reasonably obtained.

Sprinkling and rolling will not be required.

After the surfacing is completed and all construction hauling is done, the contractor will be required to grade up and finish the entire roadbed producing a uniform and finished roadbed section as indicated on the typical cross-section attached.

TEAM HAULING PREFERRED

In considering bids, preference will be given to proposals contemplating hauling by teams and wagons or by caterpillar tractors with trailers.

Contractors are, therefore, requested to submit alternate propositions, one contemplating team or tractor hauling, and the other contemplating truck hauling.

In case the award is made on the team or tractor haul basis, it is understood that all wagons, trailers, or other vehicles used will be equipped with steel tires not less than six (6) inches in width.

In his proposal the contractor must clearly designate the class of equipment which he proposes to use, and the Highway Commission may reject as informal any proposal in which this is not clearly designated.

MEASUREMENT AND PAYMENT

Surfacing shall be paid for at the unit price bid for "Broken Stone Surfacing". This price shall be understood to include the preparation of subgrade, the developing of all sources of material, the crushing, screening, hauling, spreading, harrowing and dragging of the surfacing materials, the trimming of earth shoulders, and all other work incidental to the construction of a complete and finished broken stone road.

Shoulder drains and talus sub-surfacing will be paid for as separate items.

The quantity of "Broken Stone Surfacing" to be paid for shall be the number of cubic yards, loose measure, of broken stone and of gravel from the John Day River Pit, delivered and incorporated in the work, in accordance with the specifications and the instructions of the Engineer.

SHOULDER DRAINS

Where necessary and as indicated by the Engineer, the contractor will be required to construct shoulder drains for the purpose of freeing the roadbed from all surface water. Shoulder drains shall be constructed by excavating a ditch from the edge of rock surface through the shoulder material to a point on the lower edge of shoulder, well below the elevation of bottom of road surfacing, and said ditch to be filled with crushed rock or gravel suitable for a well constructed drain.

Shoulder drains shall be placed 30 to 50 feet apart where necessary along each side of surfacing. Drains on opposite sides of roadbed shall be placed alternately or staggered and not opposite each other, or as directed by the Engineer

The excavation shall be one foot deep and 2 feet wide at top with side slopes as steep as practicable. The rock or gravel shall be fairly well graded up to a maximum diameter of three inches, excepting that the material in the top four inch layer shall have a maximum diameter of one and one-half inches.

MEASUREMENT AND PAYMENT

The price bid for "Broken Stone for Shoulder Drains" will be understood to cover and include the construction of shoulder drains.complete including excavation.

T. N. T. TO BE FURNISHED

The State Highway Commission will furnish to the successful bidder on this work such amount of Trinitrotuluene (commonly called T.N.T.) as may reasonably be required for the blasting operations involved. This explosive will be furnished f.o.b. Woodburn, Oregon, and will be charged to the contractor at the price of Ten Cents (10¢) per pound.

Amounts due the State Highway Commission for T.N.T. furnished will be deducted from the contractor's monthly and final estimates.

FEDERAL AID PROJECT

The work to be done under this contract is Federal Aid Cooperative Work, and the contractor's attention is directed to clauses in the Standard Specifications referring to Federal Aid Projects.

STATE TO FURNISH GRAVEL BANK AND QUARRY SITES.

The State Highway Commission will secure and make available to the contractor, without payment of royalty, such quarry sites, gravel banks, and gravel pits as are specified herein as being acceptable sources of material supply, and such quarry sites, gravel banks and gravel pits as the contractor may locate and desire to utilize, provided, however, that noquarries, banks or pits other than those specifically mentioned in the specifications as acceptable sources of materials, will be secured by the State until they have been thoroughly prospected by the contractor and found to be satisfactory, both as regards quantity and quality of materials, and only such quarries, banks or pits will be secured as, in the opinion of the Engineer, are reasonably required for the economical prosecution of the work.

The State Highway Commission will also assume responsibility for the leasing or purchasing of gravel, rock and sand required to be taken from the beds of navigable streams, which leasing or purchasing is required under Chapter 32 of the Oregon Laws of 1920.

In the securing of quarries, pits and banks, the initiative shall rest with the contractor. He shall make written request to the State Highway Commission for each and every quarry, pit and bank that he desires to utilize, giving complete property descriptions of each, with the names and addresses of owners, and details as to quantities of materials to be obtained from each quarry, pit or bank. If the State Highway Commission fails to make any quarry, pit or bank available to the contractor within twenty-eight days after the receipt of the contractors written request for same, the time limit for the completion of the work under contract shall be extended by such amount of time as the Engineer may consider that the completion of the work as a whole has been delayed on account of the failure to secure the quarry, bank or pit within twenty-eight days after the receipt of the contractors request.

This clause will in no case be interpreted as making the State Highway Commission responsible for royalties or other costs in connection with materials purchased from commercial operators. It shall apply only to quarries, pits and banks to be operated by the contractor and from which the materials are to be used only in connection with the work to be done under the contract involved. The State Highway Commission does not obligate itself to secure for the contractor any pit, bank or quarry which is being operated, or which has been secured for the purpose of operating, by any party, for commercial purposes or for use in connection with work other than that contemplated under this contract. Neither does the State Highway Commission obligate itself to secure any pit, bank or quarry which, on account of its location or its value for other purposes, or which for any reason, would cost the State an amount to secure, beyond what would be considered a reasonable royalty on material for road surfacing purposes.

The State Highway Commission will bear no part of the cost of the location, prospecting, developing, or operating of any pits, banks, or quarries, or of the cost of constructing connecting roads.

UNIT PRICE ANALYSIS

Structure, Type, Proportions. *Surfacing*

Width, Thickness, &c Of Pavement. *16' wide, 8" [illegible]* *[illegible]* *[illegible] #24*

ESTIMATE, ITEMS												
Elements	Stone											
Kind	Crushed											
Sample No.												
st No.												
antity Available	Plenty											
Source	Local											
Delivery	On Road											
F.O.B. Purchase Unit (Ton, Cy. or Gal)	Cu Yd											
F.O.B. or in Crusher Bin Cy. Loose	1.75											
Transfer to Wagon, if F.O.B.	.20											
Haul	1.05											
Cost of One Unit	3.00											
Unit Used	Cu Yd											
Fraction Used In Each Unit of finished Product & Amount	100% 3.00											
Total Amount For Raw Materials	3.00											
nipulation	.40											
rhead)												
Sum	3.40											
ofit (%)												
ight												
als												
verted to												
Of Finished Product												
ata Average Length	2.12											
ata Cost	50¢ yd/mi											

nated By *J.W.O.* Date *9-2[illegible]-20*

ed By ________ Date ________

July 20, 1920.

P. R. # 24.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Pendleton, Oregon.

Dear Sir:

Herewith we are sending you four copies of voucher in the amount of $ 5,867.10, covering work done from June 4th to July 3rd, 1920, on the John Day River-Blalock Section, Oregon Federal Aid Project No. 24.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

240

By

Office Engineer.

Dictated by J. W. DeSouza.
ET
Enc.

July 1, 1920.

P. R. - 24.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are inclosing four copies of voucher in the amount of $14,889.44, covering work done to June 3rd on the John Day River - Blalock Section Oregon Federal Aid Project No. 24.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

J.37

By

Office Engineer.

Dictated by J. W. DeSouza,
ET
Enc.

LADD & BUSH, Bankers,
Salem, Oregon.

COPY

June 18, 1920.

The Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:

We acknowledge receipt of your letter of the 17th instant, requesting us to stop payment on your check No. 4850, dated June 1, 1920, in favor of C. Irby for $119.69, the check having been lost.

We will use our best efforts to stop payment on the check, should it be presented.

Yours very truly,
LADD & BUSH,
By E. B. Millard
Teller.

Seeley ✓

June 29, 1920

P. R. 24
&
11 WO

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

Please find enclosed a request from Porter & Conley for extensions of time on the Sherman County Section and the Arlington to the Morrow County Line Section. Will you please make your recommendations in this matter so that it may be presented to the State Highway Commission for their consideration.

Yours truly,

Secretary.

RAK:LM
1 Encl.

I've [illegible] ~~longed~~ to be a bachelor,
a bachelor I will be,
If I have to leave this country
and sail across the sea.
The girls, they seem to like me,
but the right one hasn't come,
so why should I get married,
and ~~spend my~~ have to stay at home.
where you got to wash dishes,
and also sweep the floor,

The Shriners are in Portland,
having their good time,
While I'm just a surveyor,
out here on the line.

O. Portland ~~has out her~~ show your colors,
for the Shriners they are here,
lets give them a hearty welcome,
and a welcome for the comming year
We're glad to have you dear brother
you have come so long away;

June 29, 1920

P. R. 24
&
11 VC

Mr. M. C. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

Please find enclosed a request from Porter & Conley for extensions of time on the Sherman County Section and the Arlington to the Morrow County Line Section. Will you please make your recommendations in this matter so that it may be presented to the State Highway Commission for their consideration.

Yours truly,

Secretary.

RAK:LM
1 Encl.

June 25, 1920

P. R. 24

Mr. Oskar Huber,
227 Sherlock Building,
Portland, Oregon.

Dear Sir:

On the John Day-Blalock Section of the Columbia River Highway, your superintendent Mr. Wickner has flatly refused to comply with the instructions of the Resident or Division Engineers regarding the disposition of materials.

Many waste piles have been made contrary to instructions of our men in the field and they have been instructed by this office to withhold from the estimates sufficient yardage to insure the proper completion of the work.

It is not our desire to impose any hardships or penalties but it is imperative that the work be done according to the direction of the men in the field.

Your work will be estimated in full on all sections that have been completed in a satisfactory manner. Please call this to the attention of your superintendent in the field in order that there will be no occasion for controversy of this character.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

OCK:IM

June 21, 1920.

P. R.-24

Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith we are returning to you four copies of voucher on the John Day River-Blalock Section, Oregon Federal Aid Project No. 24, in the amount of $64,546.88.

This voucher was handed to us by Mr. Moskowitz for the reason that the special price of $3.25 per linear foot and concrete hand rail reduces the Federal pro rata to ~~point~~ .49997%.

In conversation with Mr. Moskowitz we agreed to voucher ~~of~~ this item at the price of $3.00 per linear foot, as shown in the project agreement estimate, and the State assumes any loss which will be occasioned on this item, ~~and~~ The voucher is therefore returned to you as originally prepared.

Very truly yours,

HERBERT NUNN.
State Highway Engineer.

By

Office Engineer.

Dictated by J. W. DeSouza.
ET

F.a.#24

SPECIAL PROVISIONS

The following clauses are special provisions to be used supplementary to the Standard Specifications in connection with the grading of the John Day River Highway in Gilliam County, Oregon Federal Aid Project No. 24.

PREFERENCE TO BE GIVEN SOLDIERS AND SAILORS:

In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged Soldiers, sailors and marines, but no other preference or discrimination among citizens of the United States shall be made. (Section 6 of the Act of Congress, approved February 28, 1919, entitled "An Act Making Appropriations for the Service of the Post Office Department for the Fiscal Year ending June 30th, 1920, and for Other Purposes" - - - Public No. 299, 65th Congress).

PROTECTION OF RAILROAD AND TELEGRAPH LINES:

Responsibility:

The contractor will be held responsible for any and all damage to railroad and telegraph property, delays to trains and injuries to persons, and for any and all damage that may be suffered or claimed on account of the operations of the contractor.

Watchmen:

The contractor will be required to furnish such flagmen and watchmen as are necessary for the proper protection of railroad traffic and property and of the property of the telegraph company. He will enter into such agreements with the railway and telegraph companies as may be required by them to insure the protection of their property, and shall give bond to them in the amounts required.

T. N. T. TO BE FURNISHED:

Trinitrotoluoul, the explosive commonly known as T.N.T., will be furnished by the State Highway Department to the contractor for use on this work at Twelve Cents ($0.12) per pound in minimum car load lots, F.O.B. railway points convenient to work.

Amounts due the State Highway Department for T.N.T. furnished as above stated, will be deducted from the monthly and final payments to the contractor.

RECOMMENDED FOR APPROVAL:

CHIEF ENGINEER, BUREAU OF PUBLIC ROADS

APPROVED: Wilson

Acting CHIEF, BUREAU OF PUBLIC ROADS

FORM 4A 1M-4-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
E[illegible]. KIDDLE, ISLAND CITY
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 2d

JUN 19 1920

11 PA

PENDLETON, June 18, 1920.

Subject: Waste piles John Day-Blalock.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

During an inspection trip of the John Day-Blalock grading work about two months ago, I gave definite instructions to the effect that no waste piles would be allowed on this grading work, and Mr. Seeley, in my presence, directed the Superintendent to discontinue such work and to remove waste piles and utilize same in widening fills.

During a recent inspection trip over this work, I find that the building of waste piles has continued contrary to orders from the resident engineer. I took the matter up with the Superintendent, Mr. Wickner, and explained to him that he was flatly refusing to comply with our instructions.

In order to make the instructions effective I advised Mr. Wickner that no further monthly estimates would be issued on this work until our instructions were complied with in every detail. This seems to be the only method effective in having this work done properly. If I have overstepped my authority, or if you have suggestions covering the situation, kindly advise.

Answered by Kelly

Very respectfully,

Manche O. Bennett

Manche O. Bennett,
Division Engineer.

MOB/B

P.S. If my action regarding above matter meets with your approval, I suggest that Mr. Huber be advised of the order.

M.O.B.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 24 & 25.

June 14, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Your letter of June 10th, requesting Federal Aid to the extent of 50% of the cost of gravel surfacing on Oregon Federal Aid Projects Nos. 24 and 25 has been received.

You are advised that these projects are considered eligible for Federal Aid for a temporary surfacing of the type now being laid on Project No. 44, and that formal approval will be given upon the receipt of satisfactory special provisions and estimate.

As the gravel surfacing now proposed is not adequate as a permanent surfacing for the roadway of this very important State Highway, but is necessary in order to open the highway to traffic while heavy embankments are settling, such an approval of this temporary surfacing would of course be made upon the understanding that the State will provide adequate pavement within a reasonable time.

The project agreements will contain a special clause covering paving, with or without Federal Aid, within a reasonable time subject to the approval of this Bureau and, as the government is already a "heavy investor" in these projects, we would very much prefer that the pavement when built should be with Federal Aid, up to the limit fixed by Congress of $20,000 per mile.

Yours very truly,

CHPurcell

District Engineer,

[illegible]

Office Engineer.

Klein:-

Suggest that you write Purcell calling his attention to the fact that Paving East of The Dalles cannot be done with funds now available and that the Commission has no legal authority to tie up funds not already available. Also get them on record as to what "within a reasonable time" means. I believe it is a good idea to let them know that such clauses are agreed to under protest and that we don't figure that we are agreeing to anything when we sign them.

secured. At the present time, we have no reliable data on the condition at the Swanson Creek Bridge, but it is not considered probable that piling will be required at this point, as it is anticipated that satisfactory foundations will be secured as at Quinton Creek. To date, we have no unit price agreement with the contractor for the item of piling, but in case it should develop that piling will be necessary at Swanson Creek, this unit price will be secured.

With relation to the itme of 42 lineal feet of hand-rail, the plans show that there will be forty lineal feet required at Swanson Creek, and fifty-two lineal feet at Quinton Creek, making a total of ninety-two lineal feet. Through error, this amount was shown on the Project Agreement Estimate as forty-two lineal feet, but the difference of the amounts involved does not appear large enough to request any change in the Agreement Estimate.

Herewith, we are enclosing two copies of correspondence with Oskar Huber, relative to the various supplementary unit prices. We trust that these will be accepted as satisfactory for the supplementary agreement which you have requested.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J.V.DeSousa
[illegible]

June 14, 1920.

File: F.A. No. 24

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We have your letter of the 12th inst., making inquiry regarding the items of piling and handrail on the John Day River-Blalock Section, Oregon Federal Aid Project No. 24.

The plans show 320 lineal feet of piling on the Quinton Creek Structure, and 240 lineal feet on the Swanson Creek Structure. After completing the excavation for the footings on the Quinton Creek Bridge, it developed that piling would not be necessary, as a very satisfactory foundation was secured. At the present time, we have no reliable data on the condition at the Swanson Creek Bridge, but it is not considered probable that piling will be required at this point, as it is anticipated that satisfactory foundations will be secured as at Quinton Creek. To date, we have no unit price agreement with the contractor for the item of piling, but in case it should develop that piling will be necessary at Swanson Creek, this unit price will be secured.

With relation to the itme of 42 lineal feet of handrail, the plans show that there will be forty lineal feet required at Swanson Creek, and fifty-two lineal feet at Quinton Creek, making a total of ninety-two lineal feet. Through error, this amount was shown on the Project Agreement Estimate as forty-two lineal feet, but the difference of the amounts involved does not appear large enough to request any change in the Agreement Estimate.

Herewith, we are enclosing two copies of correspondence with Oskar Huber, relative to the various supplementary unit prices. We trust that these will be accepted as satisfactory for the supplementary agreement which you have requested.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J.W.DeSouza
[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon F.A. 24.

June 12, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

The agreement estimate for Oregon Federal Aid Project No. 24 contains the following items,-

560 Lin. ft. piling,
42 " " hand-rail for bridge.

These items are not included in the contract, and we would be pleased to know what provision has been made for their construction. If a supplementary agreement has been made with the contractor, we would like to have you furnish us with duplicate copies thereof.

We would also like to be advised where these items occur on the project, there being no data on the plans to identify them. We assume of course that they belong to the Swanson Creek and the Quinton Creek bridges. The quantity of piling is indefinite but the length of hand-rail is definite and the quantity shown in the estimate appears to be too small.

We will hold up the voucher for this project recently submitted until we know whether these items are to be constructed by contract or by force account.

ans Gwd

Yours very truly,

C H Purcell
District Engineer,

?

June 10, 1920.

File; F.A. Nos. 24 & 25.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

The program of the State Highway Commission for the year 1920 contemplates the completion of grading and surfacing between The Dalles and Pendleton. All of this work is now under contract except the surfacing of Federal Aid Projects Nos. 24, 25, and 37. The grading work in connection with Projects Nos. 24 and 25 is now far enough advanced that plans should be made for their surfacing and contracts awarded in the near future.
Th

The State now has available sufficient funds to proceed with this surfacing work provided cooperation of the Federal Government can be secured. We, therefore, request that Federal Aid to the extent of 50% of the cost be granted in the construction of gravel surfacing over the entire lengths of both project 24 and project 25.

Taking into consideration the nature of material available, and the amount and character of traffic to be served, it is considered that a gravel surface similar to that being used on other sections of the Columbia River Highway between The Dalles and Pendleton, and as being used under Federal Aid Projects Nos. 42 and 44, is the economical type of surfacing to be used, and cooperation is requested upon that type of construction.

Preliminary estimates of the costs of the work involved are as follows:

Project No. 24

15.13	Miles	Gravel Surfacing	@ $5,000.00	$75,650.00
		10% for Engr. & Contg.		7,565.00
		Total		$83,215.00
	Federal Aid Requested		$41,607.50	

Project No. 25

14.70	Miles	Gravel Surfacing	@ $5,000.00	$73,500.00
		10% for Engr. & Contg.		7,350.00
		Total		$80,850.00
	Federal Aid Requested		$40,425.00	

Noted

#2

It is desired to receive bids upon both of these surfacing jobs, on July 6th. Detailed plans and estimates will be available about June 22d.

We would be pleased to hear from you as to whether or not we can depend upon Federal Aid upon the surfacing of these projects along the general lines outlined herein.

Very truly yours,

HERBERT NUNN.
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

June 7, 1920.
File: F.A. No. 24

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith, we are enclosing four copies of voucher on the John Day River-Blalock Section, Oregon Federal Aid Project No. 24, in the amount of $64,546.88.

J.33

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J.W.DeSouza,
MM

June 7, 1920.
File: P.R. No. 24

Mr. M.O.Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We are enclosing herewith a copy of a letter just received from the Bureau of Public Roads with regard to the revisions proposed by them in connection with the John Day River-Blalock Section. You will note that this letter grants their approval of the construction on the original location between Stations 380 and 500.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-JM

June 5, 1920

File P. R. 24

Mr. H. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

Please see the attached request from Oskar Huber for an extension of time on the John Day-Blalock Section of the Columbia River Highway in Gilliam County. May I have your recommendation in this matter.

Yours truly,

Secretary.

RAK:LM
Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Engineering - Post Roads,
Oregon F.A. 24.

June 4, 1920.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

Your letter of May 19th. regarding revisions on Oregon Federal Aid Project No. 24 received.

We have noted the revision between Station 640 - 660.

In view of the fact that construction has proceeded so far, we will not urge further consideration of the revision of alignment between Station 380 - 475. We cannot however agree with your Mr. Bennett's justification of the present location because of the opposition of Mr. Chamberlain in the matter of the right-of-way. We do not believe that fictitious values on land or unreasonable opposition of property owners should be allowed to prejudice the location of a permanent highway. In this case the value of Mr. Chamberlain's land is being greatly increased without any outlay upon his part, and we understand that the State has the authority to take land necessary for highway purposes, reimbursing the owner for the actual value thereof. In this case the value of the land involved would have been less than the cost of the additional solid rock excavation and much of the rolling grade between these stations could have been avoided.

Yours very truly,

C J McKesson
Acting District Engineer,

Noted JSP.
Copy sent to Mr. B.

May 28, 1920

P. R. 24

Mr. Oskar Huber,
227 Sherlock Building,
Portland, Oregon.

Dear Sir:

It is noted that the contract time for the completion of the John Day-Blalock Section of the Columbia River Highway in Gilliam County is April 30, 1920. We have not received from you a request for an extension of time.

It is understood that there have been circumstances beyond your control which have delayed the completion of this work, however, a formal request for an extension of time endorsed by the surety company should be presented to the State Highway Commission at its meeting so that the records may be clear in this matter.

Yours truly,

Secretary.

RAK:LH

Extended to Sept 1.

Copy for State [illegible] Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

May 27, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

The project agreement and certificate to cover Oregon project No. 24 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Noted [illegible]

Enclosures.

leb-mm

Copy for State Highway Department

Form P. R. I. 2

State Oregon

Project No. 24

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of May 1920

by and between the State Highway Commission of Oregon

, ~~constituting~~

~~for the purpose hereof, the Highway Department of the State of~~

hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 13th day of September 1919, a project statement, which was approved by the Secretary on the 23rd day of October, 1919, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 21st day of April, 1920 and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one hundred and fifteen thousand, five hundred and seventeen and 65/100 dollars ($115,517.65) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State **Sale of Bonds authorised by Legislature under Chapter 175,**
By act of the Legislature of (date
Laws of 1917, to meet Federal aid offered.
and citation), appropriating dollars.

* (*b*) By the Count...... of
By tax levy or bond issue authorized by act of......................(date and citation).

* (*c*)

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between **the east end of the John Day River Bridge on the Sherman-Gilliam Counties line and a point on the west corporate line of Blalock** terminal points, a distance of **14.95** miles, known locally as the **Columbia River Highway, Blalock Section, Gilliam County.**

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of one hundred and fifteen thousand, five hundred and seventeen and 65/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of two hundred and thirty-one thousand, and thirty-five and 31/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ______________________________
______________________________ (Official depository.) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ______________ (State or county.) of ______________ (Name.)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer, Salem, Oregon
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of
(State or county.)

Oregon
(Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regulat meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department to the full extent authorized by State law, out of funds which have been or will ~~be made available therefor in the manner herein set forth, to wit: (Include reference to statute making appropriation and probable amount actually available.)~~

~~The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit:~~

STRICKEN OUT

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the **21st** day of **April**, 19**20.**

State Highway Commission of Oregon
(Official title of Highway Department.)

By
Chairman, State Highway Commission
(Title of officer.)

By
Member, State Highway Commission.
(Title of officer.)

By Ed E Kiddle
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By
(Title of officer.)

By
(Title of officer.)

By
(Title of officer.)

C. F. Marvin
Secretary of Agriculture.

[SEAL.]

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between the east end of the John Day River Bridge on the Sherman-Gilliam Counties line and a point on the west corporate line of Blalock locally known as the Columbia River Highway, Blalock Section, Gilliam County and designated in the records of this Department as Project No. 24, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $231,035.31 as the total estimated cost of said project, and the sum of $115,517.65 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 21st day of April one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

C. F. Marvin
Secretary of Agriculture.

May 19, 1920.
File: P.R. No. 24

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Your letter of April 26th in regard to proposed line revisions in connection with Federal Aid Project No. 24, was referred to our Division Engineer, Mr. Bennett. Mr. Bennett has investigated the situation in the field, and we now have his report.

The revision in grade line between stations 640 and660 has been made as recommended.

Your contention that a cheaper location is available between stations 380 and 500 is correct. This fact was not overlooked by our field engineer, but the location adopted was selected as being the most economical from the standpoint of total cost of the project including right-of-ways.

In explanation, Mr. Bennett states that 7.5 miles of the Right-of-Way for this project is through a narrow strip of property held by a single owner, a Mr. Chamberlain. Between stations 380 and 475, the route is through the lambing grounds of Mr. Chamberlain's ranch, and Mr. Chamberlain would only enter into an agreement for the 7.5 miles of Right-ofWay across his property, provided the location follow adjacent to the railway Right-of-Way across these lambing grounds. In view of this situation, the more expensive location, as regards grading cost, was selected as being the more economical in total cost, and it was agreed with Mr. Chamberlain that this location would be followed. In view of this agreement, we do not believe that it would now be possible to make any change.

In connection with this particular section of line, we wish to call your attention to the facts that the suggested revision represents cheaper construction only between stations 388 and 455; that between stations 388 and 415, we have the best location at only slightly greater cost; and that between stations 455 and 500, we have the most direct and cheapest route. Altogether, the adopted location requires not to excess 800 or 900 cubic yards of solid rock excavation which could have been avoided by the proposed revision.

#2

As regards the possibility of utilising the abandoned railway grade, Mr. Bonnett reports, that this would be more expensive than the original location, as it would require the widening of several heavy rock cuts and high fills.

In view of the circumstances, as outlined above, we trust that you will have no objection to our proceeding with construction on the original location.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-MM

C.C. to H.O.Bonnett

FORM 4A 10-4-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
F. E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE G. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

REFERR[illegible]
Probert
BY H. N.

PR
24

[illegible] 1[illegible] 1920

11 PA

PENDLETON, May 13, 1920.

Subject: Alignment revision,
John Day-Blalock.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Dear Sir:

I write to answer yours of April 27th calling attention to alignment revision suggested by the engineer from the Bureau of Public Roads, and with letter from Mr. Purcell regarding same attached. The two sections in question are from Sta. 380 to 500, and sta. 640 to 660.

I have made field investigation covering these suggestions and believe it impracticable to make the changes suggested between 380 and 500, but wish to advise that the change between Sta. 640 and 660 had already been made when the Bureau of Public Roads Engineer was on the ground.

I wish to explain, please, regarding the change between 380 and 500, and I believe when understood Mr. Purcell will see the matter as we do. Between Sta. 380 and 388 we have the most direct and cheapest route available. Between Sta. 388 and 415 we have the best location, but slightly more solid rock excavation is encountered. From 415 to 455 about 770 cubic yards of solid rock excavation is encountered, while on the route proposed by the Bureau Engineer between these stations there would be but little solid rock. Between Sta. 455 and 500 we have the most direct and cheapest route. In addition I wish to explain that for almost the entire distance mentioned our right of way joins up to the railroad right of way. This location was chosen a year and a half ago by the locators while negotiating for right of way through Mr. Chamberlain's sheep ranch. Mr. Chamberlain's sheep ranch in this section covers the narrow strip between the railroad fence and the mountain and is 7½ miles long. We traverse his land over the 7½ miles and the section between stations 380 and 475 passed through his lambing grounds. Mr. Chamberlain has donated the right of way to the state or county providing the location, just mentioned, through the lambing grounds, was taken. At the time these negotiations were carried on our legal machinery for securing right of way was not in such good working conditions as at present, and it was considered at that time a favorable settlement for the county and state.

It is my opinion that the cost of the additional solid rock excavation over the section in question will not amount to as much as would the cost of the entire right of way through the 7½ miles had the matter been taken to court. It is true that if the road was being located under present conditions, it may be that we would ignore the sheepman's rights.

A further reason for thinking it impracticable to change at this time is that the culverts are laid and headwalls poured on this section, and excavation is done for the cattle pass at station 432 + 60. A good portion of the reinforcing steel is also installed for this structure and sand and gravel on the ground. The grading work is practically completed between Station 380 and 415, 433 to 451, and from 455 to 500.

Mr. Purcell suggests the possibility of utilizing the abandoned railroad grade on the left of the present location. Investigation shows that this would be too expensive for use. There are a number of thorough cuts in solid rock to be widened. The same are at present 16 feet in width. The fills of the old railroad bed between the rock cuts are from 0 to 8 feet in depth, and are only 10 feet wide on top. Calculations show that it would be quite expensive to use the old railroad grade for the highway. We can supply a cost estimate of this if it is deemed advisable by Mr. Purcell.

I feel sure that our revision between Station 640 and 660 will meet entirely with their approval, and trust that after the explanations they will agree regarding same between stations 380 and 500.

Very respectfully,

Manche O. Bennett

Manche O. Bennett,
Division Engineer.

MOB/B

Noted JHP.

May 10, 1920.

PR
24

Mr. Oskar Huber,
237 Sherlock Bldg.,
Portland, Oregon.

Dear Sir:

Referring again to your letter of March 3d with reference to allowance for "underbreak" in solid rock and boulder cuts with particular reference to your work between John Day River and Blalock in Gilliam County, we have to advise that except where an allowance for "underbreak was specifically promised before bids were received, no allowance for same can be made. Also, in the future, it will be the policy of the Department to make no allowance for underbreak unless this is specifically provided for in the Special Provisions applying to the particular contract.

In view of your claim in connection with the John Day River-Blalock work, that your bid was made with the understanding that underbreak would be allowed, we will grant an allowance for underbreak to the depth of five-tenths of one foot over such part or parts of solid rock cuts and boulder cuts as may have required or may require the removal of any considerable amount of rock material from below the established grade and cross-section. No allowance will be made over any part or parts of the subgrade, where the Engineer is not fully satisfied that a considerable amount of rock excavation below subgrade was actually taken out and was necessarily taken out.

On the work between Bend and the Jefferson County Line, on which work we understand that our Engineers stated to you before bids were opened that an allowance of one-foot for underbreak would be made, an allowance will be made upon the same basis as that stated for the John Day River-Blalock work, except that the allowance will extend to a depth of one foot instead of five-tenths of one foot.

Our field engineers advise that only in connection with the two jobs referred to above, namely the John Day River-Blalock and the Bend-Jefferson County Line, were any promises made that underbreak would be allowed. We believe, therefore, that in ruling as above outlined, we have been entirely fair, and we trust that it will so appear to you.

Very truly yours,
HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

C.C. to C.C.Kelley
G.I.Stebbins
C.C.Seeley
M. O. Bennett
H.C.Ingle

SH:MM

Copy to [illegible] Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-r.

May 3, 1920.

Mr. C. H. Purcell,
District Engineer,
Postoffice Building,
Portland, Oregon.

Dear Sir:

Herewith are triplicate copies of proposed agreement to cover Oregon project No. 24, for execution by the State Highway Department. Articles 1 and 6 are left blank to be filled in by the Highway Department. When the copies of the agreement are returned they should be accompanied by a satisfactory showing that sufficient funds have been or will be made available to meet the State's share of the cost of the project

Very truly yours,

Chief Engineer.

leb-Abn.

Good Co-op OK

COPY

April 28, 1920.

File: P.R. No. 24

Oskar Huber, & Co.,
Sharlock Bldg.,
Portland, Oregon.

Dear Sir:

We have your letter of April 23d with reference to quotations of unit prices upon certain construction items which were not included among the contract items for the John Day River-Bialock work.

We do not find in our files copies of the quotations referred to, but we will accept your letter as a re-quotation of these prices as follows:

Solid Rock Borrow	$1.75	per Cu. Yd.
Intermediate Borrow	.85	" "
Dry Rubble Wall	10.00	" "
Concrete Handrail	3.25	" Lin. Ft.

These prices are acceptable to us, and payment for all work done by you in accordance with the instructions of our field engineers and involving the items referred to, will be paid for at the unit prices stated above.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By

Office Engineer.

SHP-

April 27, 1920.

File: F.A. No. 24

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of April 26th, recommending certain alignment revisions in connection with Federal Aid Project No. 24. This matter is being referred to our field engineers and you will hear from us further as soon as we have their report.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-EW

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

April 26, 1920.

IN YOUR REPLY PLEASE
REFER TO FILE NO. Engineering - Post Roads,
Oregon F.A. 24.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Your attention is called to the location on Oregon Federal Aid Project No. 24, from Station 380 to Station 500.

The location between these stations follows the railroad right-of-way fence over a very undulating grade and through a bad scab rock country. The present location could not be considered satisfactory, expecially as two much more desirable locations appear entirely feasible; one following, in a general way, a grade contour around the foot of the bluff about two hundred yards on the right of the present location; the other utilizing an abandoned railroad grade on the left of the present location. The location on the right would avoid all of the rolling grades, practically all of the scab rock, and it is believed would be much cheaper to construct. The abandoned railroad grade would give excellent alignment and grades and is worthy of careful consideration.

Immediate action is necessary in the consideration of this matter as the contractor will soon be on the ground, in fact a few men are now working on a cattle pass on this section.

As of minor importanse your attention is called to the possibility of securing a better grade line between Station 640 - 660.

Very truly yours,

C H Purcell
District Engineer,

John Hwy R: Pohlock

April 20, 1920.

File: P.R. No. 24

Mr. C.C. Seeley,
Quinook, Oregon.

Dear Sir:

In your April estimate for the John Day River-Blalock grading, you have included the item of 335 cubic yards of Solid Rock Borrow, and in your quantity summary for this work, you show a unit price for this item of $1.75 per cubic yard. Kindly advise us as to what arrangement you have made with the contractor to handle this work at the price stated.

As authority for payment for items at unit prices which are not given in the original contract, it is our practice to require a written quotation from the contractor approved by the Division Engineer, and accepted by the State Highway Engineer. If the price of $1.75 is acceptable to the contractor, kindly request him to submit a quotation upon this basis to Mr. Bennett.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-EM

C.C. to M.O.Bennett

OSCAR HUBER
General Contractor
227 Sherlock Building

Portland, Oregon
4/23/20

COPY

State Highway Commission,
Salem, Oregon.

Gentlemen:

Attention Mr. S.H. Probert:

We are just in receipt of information from Mr. Wickner, our Superintendent at Blalock, informing us that there has been no price quoted you on Solid Rock Borrow and in connection therewith will say that on the request of a Mr. H. C. Ingall, District Engineer at The Dalles, Oregon, we, under date of October 21, 1919, quoted him prices on this work as follows:

Solid Rock Borrow	$1.75	per Cu. Yd.
Intermediate Borrow	.85	" "
Dry Rubble Wall	10.00	" "

We are not able to find a reply from Mr. Ingall or Mr. Bennett regarding this letter, however we are under the impression that such a letter was written and that you, no doubt, will find same on referring to your files.

In connection therewith, would also say that on November 6, 1919, we wrote a letter to the State Highway Engineer quoting a price of $3.25 per lin. ft. on Concrete Hand Rail, which is also in connection with our Gilliam County Grading contract, and to this letter we have not been able to find a reply. Your files will no doubt, supply this information.

Yours very truly,

OSCAR HUBER

By

C.E. FORCE (Signed)

April 5, 1920.

File: P.R. No. 24

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

Herewith we are enclosing a copy of quantity summary sheet which we have prepared in accordance with the quantities shown on the plans submitted to the Office of Public Roads. These quantities should be substituted for the amounts shown in the original contract as basis for the preliminary estimate on quantity summary sheets submitted to this office.

We would call your attention to the fact that the price shown for piling is estimated. If any piling is to be used on this Project, we would suggest that a unit price be secured from the contractor and upon your approval, used as a basis for the calculation of this item in the preliminary estimate column.

Will you kindly forward this quantity summary sheet to the Resident Engineer with your instructions.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer.

JVD-MM

March 16, 1920.

File P.R. 24

Mr. Munchs C. Bennett,

Pendleton, Oregon.

Dear Sir:

I am handing you herewith a letter which has been received in this office from Division Superintendent Palmer of the O.-W. R. R. & N., regarding the work of Oskar Huber on the John Day-Blalock Section, for your information.

As you know, it is extremely important that this work be handled with the greatest of care to avoid serious accident, which might jeopardize our entire program along the Columbia River. You will appreciate the necessity of working with the railroad company in these matters and would suggest that you take this matter up in person with the superintendent and impress upon him the necessity for using every precaution.

While it is not clear from the letter, yet it seems that these shots are being detonated with a fuse. It would appear very important that batteries be used on this work. I would suggest that you look into this feature.

We have acknowledged Mr. Palmer's letter. Would thank you to return the correspondence after you have finished with the same.

Very truly yours,

State Highway Engineer.

RAK/HI

March 15, 1920.

File P. R. 24

Mr. E. E. Palmer, Superintendent,
O.-W. R. R. & N. Lines,
Portland, Oregon.

(Your File H)

Dear Sir:

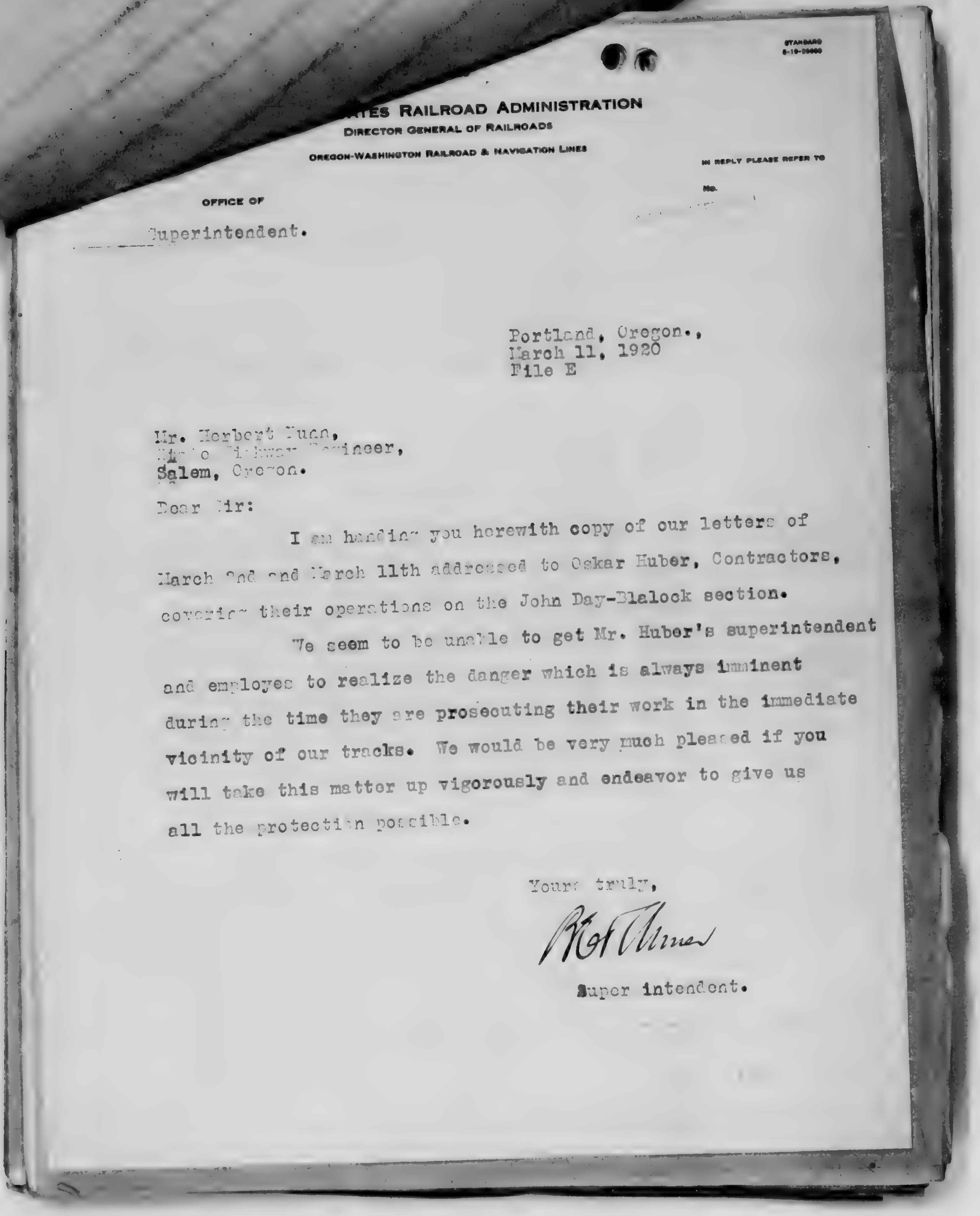
I am writing Mr. Huber this date in regard to being more careful in shooting along the John Day-Blalock Section.

I will be pleased to hear from you in case there is any further trouble.

Respectfully yours,

State Highway Engineer.

HN:HI



STANDARD
[illegible]

ATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
OREGON-WASHINGTON RAILROAD & NAVIGATION LINES

IN REPLY PLEASE REFER TO
No.

OFFICE OF
Superintendent.

Portland, Oregon.,
March 11, 1920
File E

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I am handing you herewith copy of our letters of March 2nd and March 11th addressed to Oskar Huber, Contractors, covering their operations on the John Day-Blalock section.

We seem to be unable to get Mr. Huber's superintendent and employes to realize the danger which is always imminent during the time they are prosecuting their work in the immediate vicinity of our tracks. We would be very much pleased if you will take this matter up vigorously and endeavor to give us all the protection possible.

Yours truly,

Super intendent.

Superintendent.

Portland, Oregon,
March 11, 1920
File E

Mr. Oskar Huber,
227 Sherlock Bldg.,
Portland, Oregon

Dear Sir:

Further with reference to your operations in the vicinity of Hook. You remember that in my letter of March 2nd I called your attention to the blast put off at M P 120 3/4 which resulted in throwing the track out of line. Again on February 27th your forces put off a shot which resulted in knocking down fence around section quarters at Hook, also put rocks through bunk house and section house roofs. While it is true that your operations were some 1000' from section quarters, we do not feel that proper precautions were taken. We took this matter up verbally with your Superintendent and he stated that he had gone into this matter thoroughly with the men on the job. It seems, however, that the attitude of your Superintendent is that he talks matters over with parties actually doing the work, and there his responsibility ends. In talking this matter over with Superintendent we find that three holes were to have been shot but only two were put off, the third having misfired. Later when the 3rd hole was shot it caused the damage mentioned above. Superintendent states that men were not following his instructions in manner of shooting, and this also seems to be his opinion of damage done at M P 120 3/4 on the 25th.

Another matter which seems to be passed upon very lightly both by your Superintendent and men is the proximity of trains when shooting shots or bull dozing. In this particular instance the shot was put off at 8:05 A M on February 27th and our mail train #5 is due at this point at 8:15 A M. In talking with Superintendent it is evident that he is not familiar with times which trains are due at this point and it is further evident that men working directly under him are also ignorant of times trains are due. Had this shot been off approximately 10 minutes later it would undoubtedly resulted in damage to #5 with possibility of serious personal injury as well, all of which seems to have been passed over very lightly by your employes.

We are sending copy of this letter as well as copy of our letter of March 2nd to the State Highway Engineer. We, of course, are not attempting to dictate to you as to manner in which work should be done but we must insist that our property and the traveling public be given proper protection, which is not being given by your Company.

Will you please advise by return mail if we may expect better cooperation and protection in the future?

Yours truly,

Superintendent.

E

Superintendent

Portland, March 2, 1920

Mr. Oskar Huber,
Sherlock Bldg.,
Portland, Oregon.

Dear Sir:

About 2 P M the 25th at M P 120.75 near Hook, your forces put off a shot which resulted in throwing considerable rock onto our track, throwing track out of line approximately three feet, and doing considerable damage to the roadbed; also breaking Western Union wires and one pole.

While this shot caused no serious damage or delay to trains, we are calling this matter to your attention at this time in order that you may get your forces lined up so as to avoid any similar recurrence.

We have been advised that you used 100 kegs of powder and four cases of dynamite in making this shot. While we are attempting in no way to dictate as to the amount of powder to be used, you will undoubtedly readily agree with us that the load was excessive. In any event, we will hold your Company responsible for all damage and delay to trains, etc., which is caused by your operations, all of which is covered by contract. We would ask that you take this matter up vigorously with your forces at that point and see if you cannot avoid a repetition of Wednesday's occurrence.

Yours truly,

(signed) B. E. Palmer.

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

11 PA

PENDLETON, March 22, 1920.

Subject: Blasting near Hook.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

I have your letter of March 16th with correspondence between Mr. B. E. Palmer and Mr. Huber regarding blasting near Hook Station on the John Day-Blalock Section.

I have read the correspondence and am returning same as per your request. Had previously looked into the situation and have taken the matter up both with Mr. Seeley, resident engineer, and with Mr. Wickner, Mr. Huber's superintendent. I am hopeful that no further difficulties of this character will arise.

Very respectfully,

Manche O. Bennett

Manche O. Bennett,
Division Engineer.

MOB/B

RECEIVED
MAR [illegible] 1920

March 15, 1920.

File F. R. 24.

Mr. Oskar Huber,
552 Sherlock Building,
Portland, Oregon.

Dear Sir:

I am in receipt of complaints from Mr. Palmer, Superintendent of the O.-W. R. R. & N. Will you please take this matter up with your superintendent and ask him to be more careful in shooting.

Respectfully yours,

State Highway Engineer.

HN:HI

OSKAR HUBER
General Contractor
227 SHERLOCK BUILDING
PORTLAND, OREGON

3/3/20

H

Mr Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

My dear Sir:

The attached letter, in the main, is self-explanatory.

We have a station crew we wanted to send to Heppner who refused to go until this matter had been settled as they were promised work with the understanding as outlined in this letter.

We expected that, under the existing contracts, the former rule would be applied, as naturally we figured in our bids, which were to say the least reasonable, on the conditions prevailing prior to your recent order.

We hope, with your usual sense of justice, that you will see your way clear to sustain our contention.

Very respectfully yours,

Oskar Huber

OH
Encl.

P.S.- I have been informed that railroad companies allow as much as 18 inches on this class of work.

COPY

Quinook, Ore., March 1, 1920

Mr Oskar Huber,
Portland, Ore.

Dear Sir:

Your attention is called to the following matter:

Prior to the opening of bids on the Blalock Section of the Columbia Highway, and while the writer was engaged in making cost estimates of said work, he was informed that it had become customary for the Highway Department to allow overbreak in the bottom of all solid rock cuts to a depth of one foot.

Prior to the opening of bids on the Bend projects, Mr Stebbens the Resident Engineer there, particularly called the writer's attention to this custom, stating that Mr Bennett had given him special instructions to call prospective bidders' attention to same, as an inducement in figuring the cost of rock work.

The specifications do not state explicitely how rock yardage necessarily handled below the finished grade should be estimated, beyond stipulating that all overbreak which is unavoidable in the opinion of the engineer, must be paid for as common excavation. As, in the case of overbreak in the bottom of a cut, earth or rock chips are backfilled so as to bring the cut to the proper grade, it of course is impossible to remeasure the actual overbreak. Therefore, this allowance of one foot of solid rock excavation was evidently adopted as a just and fair compensation.

When we began work on the Blalock job, the writer instructed all station men, foremen and laborers on the rock excavations, that all said rock excavations must be taken out one foot below grade and backfilled with earth and rubble, and the work has been carried out according to these instructions. Many boulders, the top of which were just about at the finished grade, were therefore drilled and blasted away, which could have been left untouched, had not the requirement of the Highway Department been, to remove them to a depth of one foot below grade.

A few days ago the Resident Engineer on the Blalock job received a letter of instructions from Mr Bennett, stating that, in the future, "subgrade" yardage in the rock cuts would only be allowed to a depth of six inches, instead of one foot as formerly, and NO subgrade yardage would be allowed except in rock cuts containing ledge rock. On the Blalock job, about 75% of all solid rock cuts are boulder cuts, and not ledge rock cuts. Under the new ruling you would loose the compensation for several thousand cubic yards of solid rock excavation below grade, and as our work has progressed to a stage where it is too late to change our method of construction, and as all our station men were promised rock estimates one foot below grade, this new ruling, if applied on this job, would make both you and them suffer serious losses.

The E T Johnson Construction Company, who had the contract from Arlington to Blalock, have just received their final estimate, and they received the full allowance of one foot of subgrade in the boulder cuts as well as in the ledge rock.

It is the writer's opinion that, as a contract is a "meeting of the minds", no conditions or stipulations which were clearly understood to be in effect at the time the contract was entered into, can be changed during its progress, and it is very probable that the ruling referred to above was not meant to apply on work already underway. The Resident Engineer here, however, claims that he cannot go against these instructions, and at present refuses to allow any yardage below grade in the boulderx cuts.

One station crew here received their final estimate last week and were not allowed any rock yardage below grade. This caused hard feelings and will affect future prices, as well as the reputation for fair dealings of the contractors as well as the Highway Department, and the matter should be looked into and corrected at once.

Very respectfully,

H F WICKNER.

February 21, 1920.

File: P. R. No. 24.

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We have your letter of February 20th referring to certain items in our detailed estimate for Federal Aid project No. 24, which do not qualify for Federal cooperation, due to the fact that they are not strictly construction items. It appears to us that your Washington office is correct in their opinion in regard to these items, and we are therefore, submitting a revised detailed estimate from which these items have been eliminated.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SH²-101

Noted

OREGON STATE HIGHWAY DEPARTMENT FEDERAL AID PROJECT NO. 24

Detailed Estimate to be Used as Basis for Project Agreement

GRADING JOHN DAY RIVER-BLALOCK SECTION OF THE COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate Based on Contract Prices) Salem, Oregon February 24th, 1920

Quantity		Item	Unit Price	Amount
All Required		Clearing and Grubbing		$ 500.00
57,140	Cu. Yds.	Common Excavation	$.63	35,998.20
13,490	"	Intermediate Excavation	1.00	13,490.00
55,260	"	Solid Rock Excavation	2.10	116,046.00
78,900	Yd. Sta.	Overhaul	.05	3,945.00
982	Lin. Ft.	12" Culvert Pipe	1.50	1,473.00
508	"	18" Culvert Pipe	2.50	1,270.00
234	"	24" Culvert Pipe	3.25	760.50
40	"	36" Culvert Pipe	6.00	240.00
215	Cu. Yds.	Class "A" Concrete	27.50	5,912.50
65	"	Class "C" Concrete	22.50	1,462.50
14,680	Lbs.	Metal Reinforcement	.08	1,174.40
900	Cu. Yds.	Rubble Masonry	14.00	12,600.00
19,920	Lin. Ft.	Wood Guard Fence	.70	13,944.00
0.55	Miles	Grader Work	1,000.00	550.00
560	Lin. Ft.	Piling	1.00	560.00
42	Lin. Ft.	Hand Rail for Bridge	3.00	126.00
			Sub-total	$ 210,032.10
			10% Engr. & Contg.	21,003.21
			Total	$ 231,035.31

Length of Project 14.95 Miles
Estimated Cost per Mile $15,453.87

Federal Aid Funds Requested	$115,517.65
State Funds Available	$115,517.66
Total	$231,035.31

Signed

S.H.Probert

Office Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 24.

February 20, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Reference is made to Oregon Federal Aid Project No. 24.

The Chief Engineer has brought our attention to the estimate in which appears the items "Moving right-of-way fence (force account)" and "Moving telegraph poles". Apparently these items pertain to the acquiring of right of way, and if such is the case can not be allowed according to Regulation 5, Section 5 of the Rules and Regulations. The item of "salary of Railroad Company engineer to protect the interest of the Railroad Company during construction (actual cost to be paid)," is an engineering item and should therefore be included in the 10% for engineering and contingencies instead of being shown as a separate item.

If we are correct in our assumptions in regard to the above mentioned items of the estimate, kindly prepare a new estimate leaving out these items.

The Chief Engineer will withhold his recommendation of approval of the P.S. & E. pending receipt of further information.

Yours very truly,

C.H. Purcell

District Engineer,

ANSWERED
S.H. Pro

PR 24

February 16, 1920.

File: 369

National Surety Co.,
203 Corbett Bldg.
Portland, Oregon.

Attention Edward P. Welch.

Gentlemen:

Replying to your letter of the 14th inst., making inquiry relative to the John Day River-Blalock Section of the Columbia River Highway in Gilliam County, we beg to advise that on February 10, this job was approximately 18.7 percent complete. The contract date of completion on this section is June 30, 1920.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

For Office Engineer.

JWD-[illegible]

WM. B. JOYCE,
PRESIDENT

WE BOND MORE PEOPLE THAN ANY OTHER COMPANY IN THE WORLD

National Surety Company

WORLD'S LARGEST SURETY COMPANY

CAPITAL AND SURPLUS OVER $9,000,000.00

New York.

EDWARD P. WELCH
DISTRICT MANAGER
203 CORBETT BUILDING
(AUTHORITY LIMITED)

PORTLAND, OREGON, Feb. 14, 1920.

EPW/MB

State Highway Comm'n,
Salem,
Oregon.

Dear Sir:-

Referring to contract of Oskar Huber for the improvement of John Day River-Blalock Section of the Columbia River Highway, where our Company is surety on Mr. Huber's bond and where the amount of the contract was increased to $209,346.10:

Will you kindly advise me what proportion of this Contract has been completed and what the probable date of final completion will be? We merely desire this information for our file.

Thanking you for your usual courtesy, I remain,

Yours very truly,

E. P. Welch
DISTRICT MANAGER.

ans Jwg

FORM 8810

10-19-8M

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

OREGON-WASHINGTON RAILROAD & NAVIGATION LINES
NORTHERN PACIFIC TERMINAL OF OREGON
PACIFIC COAST RAILROAD

S. MURRAY
CHIEF ENGINEER

1208 WELLS FARGO BUILDING
PORTLAND, OREGON

File No.115-28-A

February 12th, 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to my letter January 29th, proposed highway Encroachment No.2, John Day-Blalock section of the Columbia River Highway in Gilliam County, Oregon:

Can you now furnish the information requested for writing description for this encroachment?

Yours truly,

S. Murray

CC Mr.J.P.O'Brien,
CC Mr.A.C.Spencer,
CC Mr.C.E.Cochran.

ANSWERED
S. H. Probert

FORM 4A 10-31-19-1M

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED [illegible]KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR2/

PENDLETON, Feb. 6 1920.

RECEIVED
FEB 9 1920

IIPA

Encroachment #2 John Day River- Blalock Section.

Mr .Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr.Probert.

Dear Sir;

Under separate cover we are sending the tracing for encroachment number two,John Day River - Blalock section,which was sent to this office for more detailed information in the way of ties,bearings etc.

Willyou kindly forward to Mr.S.Murray the imformation he has requested,as we have not received any correspondence in regard to this encroachment. Hoping we have furnished the desired data.

Respectfully yours

Manche O Bennett

Divison Engineer.

Rec'd
[illegible]

PR 24

OREGON STATE HIGHWAY COMMISSION

NOTED

QUINTON. Ore. Feb.3.1920.
PostOffice, QUINTON .Ore.

11. F.A.

Subject: Force employed, John-Day -Blalock Sect. Columbia River Highway.

Mr. C. H. Purcell.
District Eng.
Bureau Public Roads.
New PostOffice bldg. Portland.Ore.

RECEIVED
FEB 5 1920

Dear Sir.

Acting under instructions of Mr. M. O. Bennett, Division Engineer State Highway Dept. and in accodance with your request of Jan.31 1920 File 481 -Oregon 24, the following is a list of equipment, number of men employed and approximate statement of stations of work in progres on John Day -Blalock Project, Oregon Federal Aid No 24.

Number of men employed:	Equipment.	Stations of Work in Progres.
74 station-men.	1 Mile of track.	
20 Day-men.	6 Dump-cars.	220- 228.
2 Camp foremen.	13 Horses.	290 - 340.
3 Cooks.	6 Blacksmith- outfits.	318 - 338.
5 Flunkies.	3 Camps.(Bunk-Houses,	699 - 700.
2 Carpenters.	Cookhouses, offices)	712 - 717.
1 Blacksmith.		
2 Bull - cooks.		
1 Truck-driver.		
1 Superintendent.		
1 Bookkeeper.		

Respectfully,

Copy Mr Nunn
Mr Bennett

C C Suley

Res. Eng'r.
John - Day,- Blalock Sect.
Blalock - Arlington Sect.
Columbia River Highway.

FORM 4A 12-31-10-1M

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 24

PENDLETON, Feb. 2, 1920.

11 PA

Subject: Encroachment 2.

FEB 3 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Am in receipt of your wire dated January 31st reading as follows:

> "Am unable to understand continued delay on information Encroachment two John Day River-Blalock Section."

Am sorry to admit delay regarding this information as we had made an effort to have same rushed. The cause for the delay is change of both resident engineers and cross section crews on this work. Please be advised that Mr. Seeley and boys put in Sunday on this work and hope to have information to you within a day or two.

Very respectfully,

Manche O. Bennett
Division Engineer.

MOB/B

Noted
SHP

FORM 4A 12-21-19-1M

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

pd. [illegible]

11 PA

Subject: Mr. Alspaugh's
indebtedness.

PENDLETON, Feb. 2, 1920.

RECEIVED
FEB 3 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

I have yours of January 31st regarding Mr. Alspaugh's release and indebtedness to the state. You asked us to issue timecheck for the amount due him and make the necessary deductions.

Mr. Alspaugh failed to turn in a timecheck or payroll for January and we do not know his address. You mentioned that he called at Salem and we wish to know if he left with you an address.

He also promised to turn in a bill with check paying for groceries and board for Mrs. Alspaugh, but failed to do so. It will now probably be necessary for us to make an estimate of these items. I desire to write him and if you have his address, kindly advise by return mail.

Very respectfully,

Manche O Bennett

Division Engineer.

cc Seeley

MOB/B

E. L. Alspaugh
Eagle Creek, Ore.

ANSWERED
S.H Probert

[illegible]

FORM 4A 12-21-19-1M

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR24

PENDLETON,

11 PA Feb. 2, 1920.

Subject: Force employed, John Day-Blalock.

FEB 3 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Klein.

Dear Sir:

Please find attached copy of letter from Mr. C. H. Purcell, and copy of letter of instructions to Mr. C. C. Seeley at Quinook. We have had instructions from you directing all resident engineers not to give information pertaining to estimates, etc., direct to the Bureau of Public Roads. Am asking Mr. Seeley to answer direct since Mr. Purcell seems to be in a hurry for the information and do not see how the giving out of such information can be detrimental to the Department.

Trusting this will meet with your approval, I am

Very respectfully,

Manche O Bennett
Division Engineer.

MOB/B

Noted
SHP

COPY.

File 481-Oregon 24.

New Postoffice building, Portland,Ore

Jan. 31, 1920.

Mr. M. O. Bennett,
Division Engineer
State Highway Commission,
Pendleton, Oregon.

Dear Sir:

Will you please have your engineer forward, as soon as possible, the number of men employed on the John Day to Blalock project, Oregon Federal Aid No. 24; also furnish list of equipment in use on this job and the approximate stations between which work is in progress. This information does not necessarily need to be exact, but approximate.

Very truly yours,

C. H. Purcell,

District Engineer.

PP 24

January 31, 1920

Subject: Engineers camp at Quinton.

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

Replying to your letter of January 29th regarding Engineers camp at Quinton and referring to Mr. Alspaugh's indebtedness.

Mr. Alspaugh called at this office yesterday but not having received time check from you we could not do otherwise than defer payment until we had heard from you on this matter.

Will you please issue time check for the amount due Mr. Alspaugh and make the necessary deductions so that we may pay him off.

Yours truly,

Secretary.

RAK:LM

FORM 4A 12-31-19-1M

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. [illegible]IDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Prefix 11 PA

PENDLETON, Jan. 29, 1920.

Subject: Engineer's Camp Quinton.

RECEIVED
[illegible] 1920

ANSWERED
ROY A. KLEIN

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I have yours of January 21st calling attention to the engineer's camp which was built at Quinton, and which cost $632.00. This is difficult to explain other than to say that the contractors figures on cost of camp ~~were~~ wrong. Plans for building and location of same were considered at time of planning the camp. At that time it was thought it would not cost over $225 or $250.

In this connection I have to advise that the Resident Engineer in charge at that time is no longer with the Department. The man in question is Mr. Alspaugh who was recently married and built one of these houses for his own residence. These buildings are only rough structures and the one he lived in is quite similar to the office and bunk house. I do not know that they are any more elaborate than is required for winter quarters, but it seems that the labor item was extremely high.

I have to advise that Mr. Alspaugh has been lax regarding board bill for Mrs. Alspaugh and in the payment for some groceries received from the camp supplies. He had made arrangements with Mr. Ingle for Mrs. Alspaugh to take meals in the camp and advised that he would pay for same. For some reason he continued to postpone this matter, and I presume the only way we can collect now is to deduct from his payroll. Will endeavor to get the length of time that she boarded with the camp, but believe it was between one and two months.

In this connection it might be proper to make a rental charge on the house occupied by the Resident Engineer as a residence. Would be pleased to have a ruling in this matter and instructions regarding same. Mr. Seeley who is now resident engineer at Quinton is occupying the house formerly used by Mr. Alspaugh.

In order that we may not charge Mr. Alspaugh wrongly please advise if you have any record of payment of the above mentioned bill to the state.

January 30, 1920.

File: P.R. No. 24

Mr. C.C. Seeley,
Arlington, Oregon.

Dear Sir:

Mr. E.L. Alspaugh, until recently Resident Engineer on the John Day River-Blalock Section, was in the office today and stated that he believes the triple 4'x 4' box culvert contemplated in our plans for Blalock Creek does not provide sufficient water way for this stream. He states that there is under the Railway track a triple 3'x 3' box culvert and that this is not nearly sufficient to handle all of the water. We would suggest that you make in investigation of this matter before proceeding with the construction of the triple 4'x 4' box, for which, Mr. Alspaugh states, the material is now on the ground.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-JM

FORM 3010 10-19-2M SVS

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

OREGON-WASHINGTON RAILROAD & NAVIGATION LINES
SOUTHERN PACIFIC RAILROAD (LINES NORTH OF ASHLAND)
NORTHERN PACIFIC TERMINAL OF OREGON
PACIFIC COAST RAILROAD

S. MURRAY
CHIEF ENGINEER

1208 WELLS FARGO BUILDING
PORTLAND, OREGON

File No.115-28-A

January 29th, 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to your letter January 21st, your File : Project No 24, information necessary to write description for encroachment No.2, John Day River-Blalock section of the Columbia River Highway in Gilliam County.

This is to remind you that we have not yet received the data which you stated would probably reach us within the next few days.

Yours truly,

S Murray

CC Mr.J.P.O'Brien,
Mr.A.C.Spencer,
Mr.C.E.Cochran

Noted
S.H Probert

Wired [illegible] for third time.

January 21, 1920.

File: Project No. 24.

Mr. S. Murray,
Chief Engineer, O.W.R.& N.,
Wells Fargo Bldg.,
Portland, Oregon.

Dear Sir:

We have your letter of January 19th in further regard to encroachment No. 2, John Day River-Blalock Section of the Columbia River Highway in Gilliam County. The information necessary to complete the maps for this encroachment in accordance with your requests has required some additional field work. We have had this matter up with our Division Engineers, but due to changes which have recently been made in the territories included in our eastern Oregon Divisions, there has been some misunderstanding on the part of our field engineers, which has resulted in our being unable to get action on this matter. We believe, however, that we will have this information for you within the next few days.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

FORM 4A 12-21-19-1M

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PENDLETON,

Jan. 21, 1920.

11 PA

Subject: Organization John Day-Blalock.

RECEIVED
JAN 22 1920
[illegible]

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I write to advise that Mr. C. C. Seeley has been placed in charge of the residency work on the John Day-Blalock Section. Have requested Mr. Alspaugh to come to the Pendleton office to work, but he has not fully made up his mind as to his future plans. He has indicated that he desires to sever his connections with the department.

Mr. Seeley's work is practically closed on the Blalock-Arlington Section and he will carry on this work in connection with the Quinton residency. His post office address will be Arlington until about February 1, after which it will be Quinook, Oregon.

Very respectfully,

Manche O. Bennett
Division Engineer.

MOB/B
cc Seeley.

Noted
HAR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 24.

POST-OFFICE BUILDING
PORTLAND, OREGON

January 20, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of January 19th, signed by Mr. DeSouza, relative to the estimate for Oregon Project No. 24.

Your understanding that our recommendation of plans, special provisions and estimate was dated September 18, 1919 is correct, and, as work started subsequent to that date, the United States will participate in all work done.

The detailed estimate which you submitted on Dec. September 1st. will be used as the basis of the project agreement.

How 1st ?

Yours very truly,

C L McKesson
Acting District Engineer,

January 19, 1920.

File: Project
No. 24.

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

During the telephone conversation with the writer, Mr. Muskowitz requested that we send statement showing the amount of work done prior to approval by your office on the John Day River-Blalock Section, Oregon Federal Aid Project No. 24. Your letterof December 24 advised us that your approval of this project subject to later approval of the formal plans would date from September 18, 1919, the later being the date upon which inspection with the roll plan was made. As work was not started on this project until November 14th, it would not appear necessary to send the statement requested.

On December1st, we sent you a detailed estimate to be used as basis for project agreement in the amount of $234,715.91, which was based on the contract prices and we have understood that this would be the estimate used in preparationof the project agreement. In case this is incorrect, please advise, and we will furnish whatever further data you may require.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JWD-W

January 19, 1920.

File: Post Road
Project No. 25.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

During the telephone conversation with the writer, Mr. Muskowitz requested that we send a statement of the work done prior to approval by your office on Oregon Post Road Project No. 25. Your letter of December 1st, 1919 stated that this project would bear your approval as of September 28th, 1919. We believe that we must have misunderstood Mr. Muskowitz over the phone, as work on this project was not started until November 7th, and therefore, no statement would be required.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JWD-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section [illegible]

Date Dec 27, 1919

Week from Dec to

Highway Columbia River

Job Prefixes 11Pa

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Gilliam

Survey will be completed about

Number in party 2

Camp location Quinton

Mail address Quinton

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Platted cross sections sta. 140 to 175
Revised grade and recrossectioned sta 516 to 521+50
End area computed and yardage figured sta 505+50 to sta 530+00

Contractors worked between sta's 505+80 and 530+00.

Contractor laid approx. 30 cu yds. of rubble masonary wall sta 330 to 331.8

Weather: Thawing and freezing with snow most all yard.

Signed E. L. Alsbaugh

Title Res. Engr.

STATE OF OREGON—HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

237

The Dalles, Ore Dec., 13th, 1919, 19

County of Gilliam
Week from Dec., 6th to Dec., 13th.
Highway Columbia River
Number in party none
Section John Day-Blalock
Survey will be completed XXX
Camp location XXX
Mail address The Dalles.

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Dec., 7th. In Arlington. (Sunday) Had talk with W.J.Mariner, No agreement.
" 8th. Went to The Dalles.
" 9th. Went to Wasco and secured signature of Carl Haphold for Haphold Estate
" 10-11 Snowed in.
" 12-13 In Portland for the Shanahan Estate.

Signed

Title Locating Engineer.

STATE OF OREGON—HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

The Dalles, Oregon. Nov., 6th., 1919

County of Gilliam
Week from November 29th to December 6th.
Highway Columbia River
Number in party none
Section John Day-Blalock
Survey will be completed
Camp location
Mail address The Dalles
(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Nov., 29th to Dec 2d. General work in The Dalles office.

Dec., 3 went to Condon to attend to right of way for the John Day-Blalock section.

Dec., 4th In Condon looking up records and seeing County Court.

Dec., 5th. Went to Lexington and secured deed from James Helms. Went to Arlington

Dec., 6th/ Went to Quinton and secured right of way from William Chamberlain and Roy Phillippi.

Signed N P Hanford

Title Locating Engineer.

RECEIVED
JAN 15 1920
HIGHWAY ENGINEER

PR 24

The Dalles, Ore.,
Jan. 14, 1919.

Mr. W. O. Bennett, Division Engineer,
Oregon Highway Commission,
Pendleton, Oregon.

Subject: Encroachment No. 2,
John Day-Blalock Sec.

Dear Sir:

Mr. Probert has wired from the Salem office for additional information regarding Encroachment No. 2, on the John Day-Blalock Section of the Columbia River Highway. Blue-print of the map for this encroachment was sent to this office, requesting that we give bearings of all right of way lines bordering the property of the O.W.R.& N. As all maps and notes for the Gilliam County work have been returned to your office, it will be necessary for you to complete this work there.

It is desired to have this information at once, to be given to the Railroad Company so that they can complete negotiations which will allow the contractor to proceed upon his work at this point.

Respectfully yours,

W. C. Ingle,
District Engineer.

WCI:kl

Cc. to Mr. Nunn, attention Mr. Probert.

PR24

January 6, 1920.

Mr. H. C. Ingle,
District Engineer,
The Dalles, Oregon.

Dear Sir:

We are sending you herewith a tracing of the encroachment map for encroachment No. 2 on the John Day River-Blalock Section. Kindly place upon this tracing the information requested by Mr. Murray to be shown upon the blue prints returned by him and which we forwarded to you today.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By
Office Engineer.

SHP-MM

FORM 3010

10-19-2M SVS

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

OREGON-WASHINGTON RAILROAD & NAVIGATION LINES
SOUTHERN PACIFIC RAILROAD (LINES NORTH OF ASHLAND)
NORTHERN PACIFIC TERMINAL OF OREGON
PACIFIC COAST RAILROAD

S. MURRAY
CHIEF ENGINEER

1208 WELLS FARGO BUILDING
PORTLAND, OREGON

File No.115-28-A

January 3rd, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have been called upon by the Corporation Attorney to write a description for revised location of Encroachment No.2, John Day-Blalock Section, Gilliam County.

On November 29th, I asked you to send me a map, showing courses and distances, together with tie from the initial point to nearest section corner but am unable to find that I have received this information.

Will you please let me have same as soon as possible?

Yours truly,

S Murray

CC Mr. M. O. Bennett,
Division Highway Engineer,
Pendleton, Oregon.

ANSWERED

C.R. 24

December 18, 1919.

Mr. H. G. Ingle,
The Dalles, Oregon.

Dear Sir:

As you are probably aware, the State will be required to construct a cattle pass near Quinton as a right of way consideration in the securing of a right of way across the property of Mr. Chamberlain on the John Day River-Blalock Section in Sherman County.

This cattle pass including both the structure and excavation quantities, will cost approximately $5,000.00 and it has occurred to me that we might be able to make some arrangement with Mr. Chamberlain whereby the necessary right of way could be secured for a lesser amount. You are probably familiar with the conditions pertaining to this particular piece of right of way and can therefore advise us as to what you think of the possibility of securing this right of way for less money. $5,000.00 is the equivalent of 50 acres at $100 per acre and 50 acres represents the total right of way required for 7 miles and we believe therefore that it is advisable that we undertake to make some arrangement for this right of way other than by constructing a cattle pass requiring the expenditure of this amount of money.

Kindly let us hear from you in this regard.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:LM
CC.
Mr. E. C. Bennett,
Pendleton, Oregon.

PR 4

UTED
H.N.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads.
Oregon 24.

December 2, 1919.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

In view of the fact that the Washington office has made a special concession and authorized us to make our inspections using your roll plans and to date our recommendation of approval on the formal plans to correspond with date of the tentative approval made upon the roll plans, we have decided to date our recommendation of approval on Oregon Federal Aid Project No. 24, Blalock Section of the Columbia Highway, as ofdate September 18, 1919. This is the date upon which the inspection with the roll plan was actually made. This action will obviate the necessity for a special estimate to be made of work done up to to this date and the elimination of such work from the agreement estimate.

No structures of any sort are to be constructed until detailed plans of the same have been reviewed and approved by this office, and the cost of any structures built before such approval cannot be participated in by the Government.

Yours very truly,

J A Elliott
Acting District Engineer.

CLMc/elw.

ANSWERED

6

December 3, 1919.

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

This is to acknowledge receipt of your letters of December 1st, stating that your recommendation of approval of Oregon Federal Aid Project Nos. 24 and 25 will date back to September 13th, 1919.

We wish to thank you for this action, and to assure you that we greatly appreciate the efforts which you have made and are making to grant us the earliest possible approval upon those projects which we have placed under contract in advance of the completion of the Federal Aid Plans.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

[illegible]

(F. A. 24

December 1, 1919.

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are sending to you under separate cover the detailed project plans for Oregon Federal Aid Project No. 24, and we are enclosing herewith the estimate which we desire to have used as a basis for the Project Agreement, together with Special Provisions which we desire to use supplementary to our Standard Specifications in connection with this project.

The estimate includes, in addition to the grading quantities, quantities for the bridges over Swanson and Quinton Creeks, and for culvert on Blalock Creek. Plans for all of three structures have already been submitted to you. We have also included force account items to cover the moving and the reconstruction of approximately 18,760 lineal feet of Railway Right-of-Way fence, and the moving of approximately 97 telegraph poles. We have based our estimate for the amount of force account work involved under these two items on $.10 per lineal foot for the moving and reconstruction of the Right-of-Way fence, and $10.00 each for the moving of telegraph poles. We have also included an item of $500.00 to cover the salary of an engineer in the employ of the O.W.R.& N. Company, whose duties are to protect the interests of the Railroad Company during the period of construction. The Railroad Company insists on having an engineer of this kind on the ground, and we are required to pay his salary, which will be prorated over this and other work in the vicinity upon which he will be employed.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

OREGON STATE HIGHWAY DEPARTMENT FEDERAL AID PROJECT NO. 24

Detailed Estimate to be Used as Basis for Project Agreement

(Estimate based on Contract Prices)

GRADING, JOHN DAY RIVER-BLALOCK SECTION OF COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

← change date

Salem, Oregon, ~~December~~ 1st, 1919.

Quantity		Item	Unit Price	Amount
All Required		Clearing & Grubbing		$ 500.00
57,140	Cu. Yds.	Common Excavation	.63	35,998.20
13,490	"	Intermediate Excavation	1.00	13,490.00
55,260	"	Solid Rock Excavation	2.10	116,046.00
78,900	Yd. Sta.	Overhaul	.08	5,945.00
982	Lin. Ft.	12" Culvert Pipe	1.50	1,473.00
508	"	18" Culvert Pipe	2.50	1,270.00
234	"	24" Culvert Pipe	3.25	760.50
40	"	36" Culvert Pipe	6.00	240.00
215	Cu. Yds.	Class "A" Concrete	27.50	5,912.50
65	"	Class "C" Concrete	22.50	1,462.50
14,680	Lbs.	Metal Reinforcement	.08	1,174.40
900	Cu. Yds.	Rubble Masonry	14.00	12,600.00
19,920	Lin. Ft.	Wood Guard Fence	.70	13,944.00
0.55	Miles	Grader Work	1,000.00	550.00
560	Lin. Ft.	Piling	1.00	560.00
42	"	Hand Rail for Bridge	3.00	126.00
		x Moving R. of W. Fence (force Account)		1,876.00
		x Moving Telegraph Poles " "		970.00
		x Salary of Railroad Co. Engineer to Protect interest of Ry. Co. during construction (Actual Cost to be Paid)		500.00
		Sub-total		$ 213,378.10
		10% Eng. & Cont.		21,337.81
		Total		$ 234,715.91

Length of Project	14.95 Miles
Estimated Cost per Mile	$15,700.06
Federal Aid Funds Requested	$117,357.95
State Funds Available	117,357.96
Total	$234,715.91

Signed S. H. Probert
Office Engineer

SPECIAL PROVISIONS

The following clauses are special provisions to be used supplementary to the Standard Specifications in connection with the grading of the John Day River Highway in Gilliam County, Oregon Federal Aid Project No. 24.

PREFERENCE TO BE GIVEN SOLDIERS AND SAILORS:

In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged Soldiers, sailors and marines, but no other preference or discrimination among citizens of the United States shall be made. (Section 6 of the Act of Congress, approved February 28, 1919, entitled "An Act Making Appropriations for the Service of the Post Office Department for the Fiscal Year ending June 30th, 1920, and for Other Purposes" - - - Public No. 299, 65th Congress).

PROTECTION OF RAILROAD AND TELEGRAPH LINES:

Responsibility:

The contractor will be held responsible for any and all damage to railroad and telegraph property, delays to trains and injuries to persons, and for any and all damage that may be suffered or claimed on account of the operations of the contractor.

Watchmen:

The contractor will be required to furnish such flagmen and watchmen as are necessary for the proper protection of railroad traffic and property and of the property of the telegraph company. He will enter into such agreements with the railway and telegraph companies as may be required by them to insure the protection of their property, and shall give bond to them in the amounts required.

T. N. T. TO BE FURNISHED:

Trinitrotoluol, the explosive commonly known as T.N.T., will be furnished by the State Highway Department to the contractor for use on this work at Twelve Cents ($0.12) per pound in minimum car load lots, F.O.B. railway points convenient to work.

Amounts due the State Highway Department for T.N.T. furnished as above stated, will be deducted from the monthly and final payments to the contractor.

OR

P.R. #24 OR

November 28, 1919.

Mr. C. H. Purcell, Acting District Engineer,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

In re: Federal Aid Project No. 24.

Dear Sir:

Receipt is acknowledged of your communication of November 21 in regard to Federal Aid Project No. 24.

Your communication relates to Bridge 501 and we note with regret that you do not feel inclined to discuss the matter of stress distribution in Bridge 501. In order to avoid any lengthy controversy we have made this change as suggested.

Four complete sets of the plans for the entire structure are being forwarded to you under separate cover.

Very truly yours,
HERBERT NUNN,
State Highway Engineer.

By

Bridge Engineer.

CBMcC:VCF

PPF-4

November 6, 1919.

Mr. C. H. Purcell, Acting District Engineer,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

We are returning under separate cover prints for the bridges on Federal Aid Project No. 24.

We have made the changes which you request with the exception of the addition of steel in the slab of bridge 801. We note that your office requires additional steel, due to an overstress disclosed by your calculations. The discrepancy in our figures is evidently due to the fact that we figure a wider distribution of loading than that covered by your specifications. In this connection, permit me to call your attention to the findings of Mr. A. T. Goldbeck of your office, which were made on 16' slabs. These tests show effective widths of between 7/10 and 8/10 of the span length. Applying the result of these experiments, a distribution width of 11' would be obtained.

Inasmuch as our standard specifications provide for a lateral distribution of but 6 feet under a wheel load, it would appear that we were very conservative and that your specifications which provide for only 4 feet, were more or less obsolete.

I am enclosing for your information a comparison of the distribution widths as adopted by the State Highway Department of Oregon with those which will be recommended this year by the American Concrete Institute at their next meeting. In view of the fact that Mr. Goldbeck is a member of this committee and to my knowledge instrumental in presenting these figures, it would seem rather inconsistent to hold to the old 4 foot distribution. In fact, it would appear to me that the using of so much material as this would afford opportunity for serious criticism.

In view of the above we believe that you will approve the slab as it stands and request that you advise us of your action in this matter.

Very truly yours,
HERBERT NUNN,
State Highway Engineer.

By

Bridge Engineer.

CBMcC:VGP
Encl.

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon
Project No. 24 (Not to be filled in)

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

(Date) September 13, 1919

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State & Federal Cooperative Road Bonding Act (Cite statutes and resolutions or orders giving Highway Department jurisdiction), in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road John Day River-Blalock Section of Columbia River Highway
2. Located between John Day River and Blalock County of Gilliam
3. Points of beginning and ending From the Sherman-Gilliam County Line to Blalock,
4. Length in miles (gross) 14.95 (net) 14.95

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

5. Miles of project used as post route None; miles not used as post route 14.95

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

This is a portion of the Columbia River Highway which is one of the most important trunk highways of this State. The State is now spending considerably in excess of one million dollars to open the section of this highway from The Dalles to Umatilla and this project is a necessary portion of the work. When the Columbia River Highway is completed through to Umatilla, it will furnish an important connection between Eastern and Western portions of the State

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each
None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1)
Is part of Columbia River Highway

11. Improved roads adjacent or contiguous and type of each None of any importance

(Give distinguishing marks to identify on sketch map)

12. Through traffic, approximate average daily number of (a) trucks None, (b) passenger motor vehicles none, and (c) horse-drawn vehicles none.

13. Local traffic, approximate average daily number of (a) trucks none, (b) passenger motor vehicles none, and (c) horse-drawn vehicles none

14. Description and present condition of traveled way. None

15. Proposed width of surfacing............; feet between ditches.. 20 .....; approximate maximum gradient [illegible] ... per cent.

16. Proposed type of construction...... Earth roadbed - will be surfaced later ....

17. Location, nature, and extent of deposits of local materials suitable for use on this project..................

(Where practicable show by distinguishing marks on sketch map)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet.. None ....

(Designate each by the same distinguishing marks as on sketch map)

19. State's share of cost of construction will be provided by....... State ....

(State or (and) County)

20. Amount of funds which are ~~will be~~ available for construction: (*a*) State.. $125,957.98 and such additional funds as may be required for completion of project. From sale of Bonds ......

(Amount) (Source; refer to statute)

(*b*) County.............. None ....

(Amount) (Source; refer to statute)

21. Funds for maintenance to be provided by .... State ....

(State or (and) County)

from the following sources: ....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

25. Reconnaissance estimate of of project:

Made by................................ Date September 13, 1919

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
51,000	Cu. yds.	Excavation, 0.0% Rock		63	32,130	00
15,000	" " ~~Sq. yds.~~	" ~~Surfacing of~~ Intermediate	1	00	15,000	00
49,000	Cu. Yds.	Excavation, Solid Rock	2	10	102,900	00
All Required	All	Clearing & Grubbing			500	00
120,000	Cu. Yds.	Overhaul per 100 ft.		05	6,000	00
820	Lin. Ft.	12" Culvert Pipe	1	50	1,230	00
		Structures of 20' span or under				
		Structures over 20' span				
510	Lin. Ft.	Other items 18" Culvert Pipe	2	50	1,275	00
270	"	24" Culvert Pipe	3	25	877	50
42	"	36" " "	6	00	252	00
155	Cu. Yds.	Class "A" Concrete	27	50	4,262	50
60	"	Class "C" Concrete	22	50	1,350	00
19,200	Lbs.	Metal Reinforcement		08	1,536	00
540	Cu. Yds.	Rubble Masonry	14	00	7,560	00
20,320	Lin. Ft.	Guard Fence		70	14,224	00
.53	Miles	Graderwork	1,000	00	530	00
522	Lin. Ft.	Main Tunnel	68	75	35,887	50
100	"	Window Tunnel	35	00	3,500	00

Length, 14.95 miles.	Subtotal,	$ 229,014	50
Cost, $ 16,850.56 per mile.	10% Engineering and Contingencies,	22,901.	45
	Total	251,915	95

This estimate approved by:

(Title) State Highway Engineer

26. Amount of Federal aid desired $125,9 7.97

(State in lump sum or percentage, but not both)

Surfacing:

In submitting this and other projects for grading only, and without making definite provisions for surfacing, the State Highway Commission is influenced by the following considerations:

The Commission is working on a comprehensive plan of road improvement which will require several years for its completion. The funds now actually available are not sufficient to cover more than a small part of the work involved under this entire plan. While the Commission believes that it is justified in assuming that the funds necessary for its completion will be forthcoming as required, it has not the power to definitely appropriate funds beyond those already authorized by the State Legislature.

It must therefore, in the interest of future economy in the prosecution of the entire road program, and in order to satisfy the demands of the people in all parts of the state for immediate construction, undertake the grading of sections for which sufficient funds are not yet available to cover surfacing.

This is the situation in regard to the present project. The Commission is not in a position to tie up funds for the surfacing of the section involved, although the surfacing is warranted, and without question will be put on in the near future.

27. Payment desired on completion or as work progresses As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of the State of Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By S Benson
Chairman
(Title of officer)

By W L Thompson
Commissioner
(Title of officer)

By
Commissioner
(Title of officer)

SHERMAN
GILLIA
Columb

IAM COUNTY

A
R
R
Ba
NTOR
T2N.R.18E.
T2N.R.19E.

BLALOCK
OREGON
COLUM
JOHN DA

BLALOCK
T.3N. R.19E. W.M.
T.2N. R.19E. W.M.
END OF
JOHN DAY RIVER-BLALOCK
SECTION
OREGON STATE HIGHWAY COMM.
- COLUMBIA RIVER HIGHWAY -
- SKETCH MAP -
JOHN DAY RIVER - BLALOCK
- SECTION -

P.R.#24

October 24, 1919.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We are sending you under separate cover two sets each of blue prints for three bridges on Project No. 24, being the John Day-Blalock Section of the Columbia River Highway. These are advanced prints for checking purposes.

The completed plans for this project, I understand, will follow later.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Bridge Engineer.

PAF:LM

a,

P.R.#24

October 13, 1919.

National Surety Company,
Portland, Oregon.

Gentlemen:

I am pleased to hand you herewith executed copy of the construct between Oskar Huber and the Highway Commission for the construction of the Blalock Section of the John Day River Highway.

Yours truly,

Secretary.

HAK:LM
1 Encl.

PR#24

October 15, 1919.

Mr. Oskar Huber,
227 Sherlock Building,
Portland, Oregon.

Dear Sir:

I am handing you herewith a copy of the executed contract covering the construction of the John Day River to Blalock Section of the Columbia River Highway. I am also furnishing the National Surety Company with a copy of this contract.

Yours truly,

Secretary.

RAK:IM
1 Encl.

P.R. #24

October 13, 1919.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We are sending you under separate cover two sets each of blue prints for three bridges on project No. 24, being the John Day-Blalock section of the Columbia River Highway. These are advanced prints for checking courtesies, the completed plans for this project, which I understand will follow later.

Very truly yours,

Bridge Engineer.

PAF:LM

65

PR24

October 8, 1919.

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith, we are enclosing blue prints of bid tabulations covering bids received on Post Road Projects on September 9th. In explanation of the notation covering Oskar Huber's bid on the John Day River-Blalock Section, we will say that by special agreement, his bid on Common Excavation was reduced from Seventy-seven (77¢) to sixty-three (63¢) cents per cubic yard.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By
For Office Engineer.

JWD-MM

CONTRACT #249
SEE: CONTRACT #212

1

249 SFE: Contract 212

CONTRACT# 249

PR 40 Wallowa Canyon 1920-1922

249

December 11th, 1922.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

PR# 40

DearSir:

In accordance with your telegram ofDecember 9th, we are today sending to you, by express, the location survey cross-sections as platted for submission to the Bureau of Public Roads at the time Federal Aid was requested in connection with the Wallowa Canyon Grading.

We are not sure that we understand to what you refer by quantity summary sheets, but assuming that you refer to summaries of excavation quantities prepared at the time the original location estimates were worked up, we must advise that we are unable to locate same in this office. It does not seemto us that you could possibly refer to the quantity summary sheets, as submitted each month during the progress of construction, but if you desire, we will be pleased to forward same to you, upon request.

We might state that we do not believe that such has been your practice to submit to this office the sheets upon which excavation quantities are summarised at the time the location estimates are prepared. We assume that these sheets are retained in your own office, and we would therefore expect that the summary sheets requested would also be in your office.

Very truly yours,

HERBERT NUNN
State Highway Engineer .

By

Office Engineer .

SHP:AP

40/7.

December 2, 1922

Mr. A. D. Kern,
419 Exchange Building,
Portland, Oregon.

Dear Sir:

Please be advised that your claim for grading the Wallowa Canyon Section will be considered on December 5th and 6th by Mr. Whitmore and myself.

The work of reviewing Unit No. 4 of the John Day Highway Section will be made on December 9th and 10th, leaving Baker the 8th at 8:00 A. M.

Please have your representative present.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

June 13, 1922

Hartford Accident & Indemnity Company,
430 California Street,
San Francisco, California.

Attention Mr. James W. Meyles, Supt.

Gentlemen:

In reply to your inquiry of the 9th inst. regarding the grading of the Wallowa Canyon Section in Wallowa County, will say that this work was completed on November 10, 1921, but final payment was not made until the 12th of April, 1922.

The total amount paid to the A. D. Kern Company on this contract is $117,782.64 of which amount $62.04 is an expenditure in connection with force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

HBG:LM

M. BISSELL, President
E. CHASE, Chairman Board of Directors

J. COLLINS LEE, Secretary
D. J. GLAZIER, Secretary-Treasurer
R. C. L. HAMILTON, Comptroller

HARTFORD ACCIDENT AND INDEMNITY COMPANY
HARTFORD, CONNECTICUT

DIXWELL HEWITT, Resident Vice-President
JOY LICHTENSTEIN
Manager

PLEASE ADDRESS YOUR REPLY TO FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES, Superintendent

PACIFIC DEPARTMENT
430 CALIFORNIA STREET
SAN FRANCISCO

June 9, 1922.

RECEIVED
JUN 12 1922

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: Bond #215752 - A. D. Kern.

32 PA

We are the surety on the bond dated April 8, 1920, guaranteeing the contract for grading the Wallowa Canyon Section of the La Grande Joseph Highway in Wallowa County at a price of $112,336.10.

We are informed that the bulk of this contract was completed many months ago, but that a small amount of the work had been held up because of the inclement weather. We are lead to believe that all of the work is complete at this time. We shall appreciate it if you will verify this fact, giving us the date of completion. We should like also to know the total amount of the contract. If any force account work [illegible]done we should like to have the amount thereof shown separately.

Thanking you very kindly for an early reply, we remain

Yours very truly,

Assistant Supt. Surety Dept.

Ans'd HG 6/13/22

AWH:FM
Encl.

completed Nov. 10, 1921
final payt. made 4/12/22
total amt of contract 117,782.66
includes $62.01 force account.

April 8, 1922

Ella T. Clayton,
County Treasurer of Wallowa County,
Enterprise, Oregon.

Dear Madam:

Please find herewith Wallowa County warrant No. 88 in the amount of $30,000.00 on the road improvement bond fund for construction of the La Grande-Joseph Post Road.

Please send us your check to take up this warrant, and oblige,

Very truly yours,
OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

LNM:LM

cc. L. N. Myers, Office.

PR 40

Minam, Oregon.
Feb. 26, 1922.

Mr. R.H.Baldock,
Division Engr.
LaGrande Oregon.

Dear Sir:-

Will you kindly arrange to have the final records, of the Wallowa Canyon Section, LaGrande-Joseph Highway, made available for my inspection.

It is our intention to put in a claim for damage due to line and grade changes and I would like to adjust my present figures to the final quantities.

If you could have the records returned to your office it would be appreciated.

Please advise.

Yours very truly,

A. D. Kern,

By. R.O. Archibald

ANSWERED
S. H. [illegible]

RECEIVED
MAR 2 1922
[illegible]

Form 39

pR40

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Wallowa Canyon **Date** Dec. 22, 1921

Week from Dec. 11 **to** Dec. 19

Highway La Grande-Joseph **Job Prefixes** 37 (Pa)

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Wallowa

Survey will be completed about **Number in party** 2

Camp location Minam

Mail address "

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Dec. 11 – Shreve worked ½ day at La Grande on final of 37 Pa.
" 12 – Shreve & Signol on final of 37 Pa at La Gr
" 13 – " " " " " " " "
" 14 – " " " " " " " "
" 15 – " " " " " " " "
" 16 – " " " " " " " "
" 17 – Shreve takes final mess of 37 Pa to Minam and works there

DEC 26 1921
STATE HIGHWAY ENGINEER

Signed R. K. Shreve

Title Res. Engr.

OREGON STATE HIGHWAY DEPARTMENT **FEDERAL AID PROJECT NO. 40**

WALLOWA CANYON SECTION OF THE LAGRANDE-JOSEPH HIGHWAY IN WALLOWA COUNTY

(Estimate as basis for modified agreement.
Based on Contract prices)

8.39 miles of Grading and Surfacing — Salem, Oregon. June 22, 1921.

Quantity		Item	Unit Price	Amount
All Required		Clearing and Grubbing		2,900.00
81,300	cu yds	Excavation	1.10	89,430.00
24,200	sta yds	Overhaul	.05	1,210.00
1,112	lin ft	12" Culvert Pipe	1.70	1,890.40
86	lin ft	18" " "	3.50	301.00
310	" "	24" " "	4.47	1,385.70
166	" "	36" " "	9.00	1,494.00
1,000	" "	6" Porous Drain Tile	.20	200.00
69	cu yds	Class "A" Concrete	29.00	2,001.00
18	" "	Class "B" Concrete	25.00	450.00
151	" "	Class "C" Concrete	25.00	3,775.00
4,500	lbs	Metal Reinforcement	.09	405.00
82	cu yds	Rubble Masonry	12.00	984.00
690	" "	Rip Rap	4.00	2,760.00
1,450	lin ft-	Guard Fence	1.00	1,450.00
20	M-FBM	Lumber & Timber	80.00	1,600.00
50	cu yds	Broken Stone for Drain Tile	2.00	100.00
18,000	cu yds	Broken Stone Surfacing	2.85	51,300.00
			Sub-total	163,636.10
			10% Engr. & Cont.	16,363.61
			TOTAL	179,999.71 .71

Cost per mile	$ 21,454.07	
State Funds Available	~~26,[illegible]~~	28,215.00
County " "	~~63,700.86~~	61,784.86
Federal Aid Requested	~~89,999.85~~	89,999.85 ✓
TOTAL	~~179,999.[illegible]~~	179,999.71

Federal Aid Recommended * - - - - - - - - - - - - - - - -

FORM 2A 5M-12-20

R. A. BOOTH, EUGENE, CHAIRMAN
ED E. KIDDLE, ISLAND CITY
J. B. YEON, PORTLAND
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
March 24, 1921.

32 PA-

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I am inclosing herewith bill from A. D. Kern for removing house and barn at station 310 on the Wallowa Canyon section of the La Grande-Joseph Highway in Wallowa County. Ordinarily this would be included in the clearing and grubbing, but line changes necessitated by the Federal Engineers were made after the contract was let, and consequently made additional work in clearing and grubbing item.

Very respectfully,

R H Baldock
Division Engineer.

RHB/V

Incls.

Form 3010

STANDARD

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

File 74-16

December 10th, 1920.

-**MAILGRAM**-

Mr. R. H. Baldock,
Division Highway Engineer,
La Grande, Oregon.

Dear Sir:-

Reference my wires regarding trees in Wallowa River above Minam:

My representative further advises today he counted ten trees fallen across the Wallowa River above Wade and four trees below.

The bridge referred to in previous telegrams as contractors' bridge, probably belongs to a farmer.

I trust that you are making every effort to have these trees pulled out of the river and that no portions of them will be left in that would endanger our false work at Minam. Will you please keep me fully advised as to the status and when all of the trees are out of the river.

Yours very truly,

S. Murray

c/c - Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

c/c - Mr. M. L. Dowling,
Assistant Engineer, Wallowa.

NOTED
C. C. KELLEY

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1206

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 157 State St. Salem, Ore.
(Tele

B63PO KN CAK

PORTLAND ORG 3PM DEC 10 1920

HERBERT NUNN

STATE HIGHWAY ENGINEER SALE OREG

HAVE ADVICE TREES IN WALLOWA RIVER ABOVE MINAM NOT YET REMOVED AND HAZARDOUS CONDITION EXISTS ALSO CONTRACTOR SHOOTING LOGS WITH POWDER AND LEAVING THEM IN ALSO CONTRACTORS BRIDGE WILL CAUSE THEM TO LODGE AND DAM RIVER UNDERSTAND CONTRACTORS COULD PULL TREES FROM RIVER BY TEAM PROMPT ATTENTION THIS MATTER BE APPRECIATED

H MURRAY

311PM

---

arate job prefix under which to carry the charges in connection with this work. You will, therefore, carry charges in connection with the revision of this trestle under job prefix No. 38-PA.

Very truly yours,

HERBERT NUNN
State Highway Engineer,

By

Office Engineer.

[illegible]
cc to E L [illegible] Minam Ore

S OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	
Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

Form 1217

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.	
Check	
Time Filed	

Send the following message, subject to the terms
on back hereof, which are hereby agreed to

December 10, 1920

R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Murray says have advise trees in Wallowa River above Minam not yet removed and hazardous condition exists also contractor shooting logs with powder and leaving them in also contractors bridge will cause them to lodge and dam river understand contractors could pull trees from river by team prompt attention this matter be appreciated.

HERBERT NUNN.

---

arate job prefix under which to carry the charges in connection with this work. You will, therefore, carry charges in connection with the revision of this trestle under job prefix No. [illegible]-PA.

Very truly yours,

HERBERT NUNN
State Highway Engineer,

By

Office Engineer.

[illegible]
cc to R L [illegible] Minam Ore

November 17, 1930.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Ore.

J.a. #40

Dear Sir:

Your letter to the attention of Mr. McCullough, in regard to the matter of handling charges in connection with the revision of the railroad trestle near Minam on the Wallowa Canyon project, has been referred to this department.

In view of the fact that the total cost of the work in connection with the revision of this trestle will be only a very small amount and as it is primarily a part of the grading cost, we believe that it would not be desirable to assign a separate job prefix under which to carry the charges in connection with this work. You will, therefore, carry charges in connection with the revision of this trestle under job prefix No. 23-PA.

Very truly yours,

KLEIN
State Highway Engineer,

By

Office Engineer.

HHP CJR
cc to R L Shreve Minam Ore

MISSIONERS

N, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
November 15, 1920.

32 PA
7.a.& 40

In re: Revision Railroad Trestle Near Minam.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. McCullough.

Dear Sir:

In reply to yours of the 30th ultimo relative to revision of railroad trestle to accommodate Highway near town of Minam on the La Grande-Joseph Highway, will advise that Mr. Shreve, Resident Engineer, will keep check on contractor's time, but I wish to have a job No. to which this work may be charged. Engineering on this section is already heavy, and I do not feel that it would be just to charge it to the grading on this section. Kindly supply me with the job number.

Very respectfully,

RHBaldock

RHB/V
Division Engineer.

cc R. L. Shreve.

ANSWERED
S. H. Probert

RECEIVED
NOV 16 1920
ST[illegible] ENGINEER

October 16th, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-40

Dear Sir:

Herewith we are sending you four copies of voucher in the amount of $ 16,302.65, covering work done from April 15th to September 15th, 1920 on the Wallowa Canyon Section, Oregon Federal Aid Project No. 40.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

461

By

Office Engineer.

Dictated by J. W. DeSouza.
ET
Enc.

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

October 6, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT Portland, Oregon.

The project agreement and certificate to cover Oregon project No. 40 have been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LEB/fm

Copy for State Highway Department

Form P. R. I. 2
Original

State ______________
40
Project No. ______________

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

READ BY
DIST. ENGR.
ANSW
FI

RECEIVED
SEP 16 1920
U.S. DEPARTMENT OF AGRICULTURE
ROADS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1916

Form P. R. I. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of Sept, 1920, by and between the State Highway Commission of Oregon, ~~constituting for the purposes hereof, the Highway Department of the State of~~ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 15th day of January, 1920, a project statement, which was approved by the Secretary on the 26th day of March, 1920, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 24th day of August, 1920; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of sixty one thousand, seven hundred eighty four and 85/100 dollars ($61,784.85) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State Chapter 175, laws of 1917, and Chapter 31, Laws of 1920 By act of the Legislature of (date and citation), appropriating dollars.

*(b) By the County of Wallowa, pursuant to resolution of January 16, 1920, passed by the County Court of said county, appropriating $57,777.80. By tax levy or bond issue authorized by act of (date and citation).

*(c)

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point at bridge across Wallowa River at Minam, and a point at bridge across Rock Creek, near Wallowa

terminal points, a distance of 6.39 miles, known locally as La Grande-Joseph Highway, Wallowa Canyon Sec., Wallowa County

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all existing structures occuring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorised agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorised agents require repairs or reconstruction, will be repaired or reconstructed, and new structures deemed necessary by the Secretary or said agents, but not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without Federal Aid.

(d) The Highway Department hereby agrees that within one year after completing the grading on this project, it will surface, or caused to be surfaced, subject to the approval of the Secretary and with or without Federal Aid, the road embraced in this project and that such surfacing shall be of a type, which with reasonable maintenance will be adequate to accommodate the present and prospective traffic requirements.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed (*a*) the said sum of sixty one thousand, seven hundred eighty four and 85/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of one hundred twenty three thousand, five hundred sixty nine and 71/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ....

....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... of ....
(State or county.) (Name.)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ....

the State Treasurer, Salem, Oregon..
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State.................... of
(State or county.)

Oregon.................... of such sums as shall not together with previous payments
(Name.)

exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.
(Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2. to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

~~ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the ...., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .... (Include reference to statute making appropriation and probable amount annually available.)~~

~~The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....~~

STRICKEN OUT

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 24th day of August, 1920

State Highway Commission of Oregon
(Official title of Highway Department.)

By S Benson
Chairman, State Highway Commission
(Title of officer.)

By
Member, State Highway Commission,
(Title of officer.)

By E J Adams
Member, State Highway Commission
(Title of officer.)

By ....
.... (Title of officer.)

By ....
.... (Title of officer.)

By ....
.... (Title of officer.)

[SEAL.]

[SEAL.]

E D Ball
Acting *Secretary of Agriculture.*

3-

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point at bridge across Wallowa river at Minam, and a point at bridge across Rock Creek, near Wallowa locally known as LaGrande-Joseph Highway, Wallowa Canyon Sec., Wallowa County and designated in the records of this Department as Project No. 40, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $ 123,569.71 as the total estimated cost of said project, and the sum of $ 61,784.85 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 24th day of August one thousand nine hundred and twenty, as witness my hand and the seal of the Department of Agriculture.

E D Ball
Acting *Secretary of Agriculture.*

MB

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon F.A. 40.

April 9, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are today forwarding to the Director with our recommendation for approval plans, special provisions and estimate for Oregon Federal Aid Project No. 40.

We consider your letter of April 6th. assurance that the suggestions, regarding line and grade revisions embodied in our letter of March 16th, will be accomplished during construction.

Inasmuch as the plans for the revision of the undercrossing at Sta. 45+60 are not available, we have eliminated this item from the estimate and have recommended Federal Aid in the sum of $61,784.85. Should you desire to secure Federal Aid for this structure when the plans have been prepared, it may be done by submitting a revised estimate and requesting a modification of the Project Agreement.

Yours very truly,

C H Purcell

District Engineer,

Noted
SHP
gwr

[illegible] State Highway Department

PR 40

B-1

March 31, 1920.

Mr. C. H. Purcell,
U. S. District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

On March 26 the Secretary approved Oregon project statement No. 40, involving the improvement of 6.39 miles of the Wallowa Canyon Section of the La Grande-Joseph Highway in Wallowa County, at an estimated cost of $115,555.00, and on which federal aid is requested to the extent of $57,777.50.

Very truly yours,

Chief Engineer.

leb-mm

Noted

April, 6, 1920

File:PR-40

Mr. C H.Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Your letter of March 16th requesting certain changes to be made in the grade lines and alignment as shown on our plans for Federal Aid Project No. 40 has been referred to our Division Engineer Mr. M. O. Bennett. We are today in receipt of a letter from Mr. Bennett, stating that the changes recommended appear to him to be entirely feasible, and that he is instructing his Resident Engineer in charge of the construction work under this project to revise these grades and alignment in accordance with your recommendations.

With this assurance, we understand that you will be able to forward the Project plans to Washington with your approval.

Very truly yours,

HERBERT NUNN.
State Highway Engineer.

By

Office Engineer.

SHP-MM

April 3, 1920.

File: P.R. No. 40

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing five copies of the estimate as basis for Project Agreement on the Wallowa Canyon Section of the La Grande-Joseph Highway in Wallowa County.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By JWD
For Office Engineer.

JWD-MM

WAY DEPARTMENT POST ROAD PROJECT NO. 40

WALLOWA CANYON SECTION OF THE LA GRANDE-JOSEPH HIGHWAY IN WALLOWA COUNTY

(Estimate as basis for Project Agreement Based on Contract Prices)

8.39 Miles Grading March 31, 1930

Quantity		Item	Unit Price	Amount
All Required		Clearing & Grubbing (60' R. of W.)		$ 2,900.00
81,300	Cu. Yds.	Excavation	$ 1.10	89,430.00
24,200	"	Overhaul per 100 ft.	.05	1,210.00
1,112	Lin. Ft.	12" Culvert Pipe	1.70	1,890.40
86	"	18" Culvert Pipe	3.50	301.00
310	"	24" Culvert Pipe	4.47	1,385.70
166	"	36" Culvert Pipe	9.00	1,494.00
1,000	"	6" Porous Drain Tile	.20	200.00
69	Cu. Yds.	Class "A" Concrete	29.00	2,001.00
18	"	Class "B" Concrete	25.00	450.00
151	"	Class "C" Concrete	25.00	3,775.00
4,500	Lbs.	Metal Reinforcement	.09	405.00
82	Cu. Yds.	Rubble Masonry	12.00	984.00
690	"	Rip Rap	4.00	2,760.00
1,450	Lin. Ft.	Guard Fence	1.00	1,450.00
20	M-F.B.M.	Lumber & Timber	80.00	1,600.00
50	Cu. Yds.	Broken Stone for Drain Tile	2.00	100.00
~~1~~	~~Only~~	~~R.R. Undercrossing Sta. 45 + 60 (Estimated)~~		~~3,500.00~~
(Cancelled by Portland O.P.R. 4-9-30)				112,336.10
		Sub-total		$ ~~115,836.10~~
		10% Engr. & Contg.		~~11,583.61~~ 11,233.61
		Total		$ ~~127,419.71~~ 123,569.71

Length of Project 8.39 Miles
Cost per Mile $15,187.09

County Funds Available	~~$63,709.86~~ 61,784.86
Federal Aid Requested	~~63,709.85~~ 61,784.85
Total	$ 127,419.71

Signed

W D E Souza
ASST. OFFICE ENGINEER.

JD

March 27, 1920.

File: 122

Mr. W. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We are sending you herewith a copy of a letter from the Bureau of Public Roads in regard to certain changes which they recommend in connection with the plans for the Wallowa Canyon Section.

You will note that these changes are of relatively minor importance, concerning improvements in grade and alignment. We do not consider the points referred to of particular importance, but inasmuch as they state thay they are withholding approval of the plans until they have assurance that these changes will be made, we would like to have you make an investigation, and let us know your recommendations. In order that no unnecessary delay may result, we would request that insofar as possible, the changes be accepted unless you have some very good arguments to the contrary. You can see that any other action places us in a difficult position, as we would not wish to act contrary to your recommendations, and on the other hand, we would not wish to hold up the approval of the plans for this Project.

Matters of this kind have come up in connection with one or two other projects recently, and we have written the Bureau of Public Roads protesting against their holding up our plans on account of minor features of this kind, practically all of which would be automatically taken care of during the period of construction. We are requesting that hereafter, they propose changes of this kind as recommendations rather than as definite instructions. We are in hopes that they will see our position in this matter.

Kindly let us hear from you at your earliest convenience.

Very truly yours,

HERBERT NUNN.
State Highway Engineer.

By

Office Engineer.

SHP:MM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 40.

March 16, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Plans for Federal Aid Project No. 40 have been received and examined.

This office review together with notes taken in the field on a recent inspection indicate that some changes should be made in grades and alignment as follows:

(1) - Station 59 to 69 - adverse grade between Station 64 and 67 seems unnecessary. A slight change of line and grade at this point would eliminate some rip rap shown on cross-sections thus compensating for any additional excavation and at the same time improve the grade line.

(2) - Station 93 to 109 - see enclosed sketch showing tentative plan for line and grade revision. This change is especially desirable as it is possible to eliminate a borrow of about 1200 cu. yds. and eliminate about 270 cu. yds. of rip rap, besides improving the grade line.

(3) - Station 119 to 128 - it appears possible to lower this summit and better the alignment.

(4) - Station 139 to 147 - inspection of plans and cross-sections indicates that it might be possible to lower this summit several feet and at the same time improve the alignment. In the case of criticisms Nos. 3 and 4, it is likely that quantities might be increased but probably not to exceed the amount saved at the point under No. 2.

(5) - Station 215 to 230 - present undulating grade line entirely unsatisfactory. See accompanying sketch for tentative lay-out of suggested line and grade change.

(6) - Station 308 to 313 - see enclosed sketch showing proposed line change to avoid sharp curve in deep rock cut and substituting

a curve of longer radius through cut compounding to a sharp curve cut in the open additional right of way would be necessary.

(7) - Station 350 to 357 - line change desirable so as to throw road farther from the river, thus eliminating "hump" in grade at Station 353 and raising grade above high water from Station 346 to 352.

(8) - Station 460 to 465 - Grades should be revised lowering summit at Station 462 and raising fill at Station 465.

At the time of inspection, your resident engineer was engaged in retracing the line and making some revisions. It is possible that he may have considered some of the above mentioned revisions, but we are unable to approve the plans as submitted until we have definite assurance that changes will be made substantially as shown in the attached sketches, especially the line and grade changes between stations 93 and 109 and from 215 to 230. The line change at Station 310 will of course depend largely on the ability to get the necessary right of way.

Approval of the plans will await your reply as to action taken on the proposed changes.

Very truly yours,

C L McKesson
Acting District Engineer,

Copy to Bennett 3/26/20.
EHP

ANSWERED
S. H. Pickett

AN } COMMISSIONERS
TON
RETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

F.a. #40.
~~32 PA~~

Subject: Suggestions of
Bureau of Public Roads,
Wallowa Canyon Section.

Pendleton, Ore., April 3, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

We have your letter of March 27th attached to a letter from the Bureau of Public Roads requesting several minor changes in grade and alignment on the Wallowa Canyon Section of the LaGrande-Joseph Highway.

Have looked over the letter and blue prints submitted, and wish to advise that we can make all the changes referred to. I am of the opinion there will be some additional cost, but a better grade line will be secured. Am writing the resident engineer to this effect.

Very respectfully,

Manche O. Bennett
Manche O. Bennett,
Division Engineer.

MOB/B

Noted
SHP.

RECEIVED
1920

PR ✓

March 16, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are submitting herewith detailed estimate and special provisions of Federal Aid Project No. 40, and under separate cover we are sending you the detailed project plans for the same project.

We believe that our plans for this work are complete as regards the construction of the undergrade crossing with the O. W. R. & N., at Station 45 + 60. At this point, our location passes under the railroad trestle and in order to provide necessary horizontal and vertical clearance, it will be necessary to ask the railroad company to make some alterations in their present structure. This matter, of course, must come before the Public Service Commission, and the plans for the revisions in the structure must be prepared by the railroad company. The matter has been taken up with the railroad people but it will be considerable time before the full details of this construction can be worked out. There is at the present time, an undergrade crossing at this point, which can be used temporarily. We desire, however, to secure Federal Aid in the construction of the new structure and have therefore included it as part of the project. If it is impossible for you to approve the project prior to the submission of the complete plans for this structure, it would probably be desirable for us to eliminate same from the project with the understanding that it would be built at a later date by the State or by the County.

Noted

The grading of this project is being advertised for bids to be received on March 23d. We trust that it will be possible for you to take action in regard to the approval of the project before the bids are received.

Very truly yours,

SHP-EM

Office Engineer.

OREGON STATE HIGHWAY DEPARTMENT

POST ROAD PROJECT NO. 40

WALLOWA CANYON SECTION OF THE LA GRANDE-JOSEPH HIGHWAY IN WALLOWA COUNTY

(Estimate to Accompany Plans. Not as basis for Project Agreement)

March 8, 1920

8.39 Miles Grading

Quantity		Item	Unit Price	Amount
All Required		Clearing & Grubbing (60' R. of W.)		2,310.00
53,300	Cu. Yds.	Common Excavation	$ .80	$ 42,640.00
28,000	"	Solid Rock Excavation	2.00	56,000.00
24,200	Sta. Yds.	Overhaul	.05	1,210.00
1,112	Lin. Ft.	Culvert Pipe 12"	2.00	2,224.00
86	"	18" Culvert Pipe	3.25	279.50
310	"	24" Culvert Pipe	4.50	1,395.00
166	"	36" Culvert Pipe	7.00	1,162.00
1,000	"	6" Porous Drain Tile	.40	400.00
50	Cu. Yds.	Broken Stone For Drain Tile	3.00	150.00
151	"	Class "D" Concrete	30.00	4,530.00
18	"	Class "B" Concrete	30.00	540.00
69	"	Class "A" Concrete	35.00	2,415.00
4,500	Lbs.	Metal Reinforcement	.12	540.00
82	Cu. Yds.	Rubble Masonry	15.00	1,230.00
690	"	Rip Rap	3.00	2,070.00
1,450	Lin. Ft.	Guard Fence	1.50	2,175.00
20	M- F.B.M.	Lumber and Timber	80.00	1,600.00
1	Only	R.R. Undercrossing Sta. 45/60		3,300.00
		Total		$ 126,370.50
		10% Engr. & Contg.		12,637.05
		Total		$ 139,007.55

Length of Project 8.39 Miles
Cost Per Mile $16,568.24

Federal Aid Requested $69,503.77
County Funds Available 69,503.78

Total $139,007.55

Signed

Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT　　　　OREGON FEDERAL AID PROJECT NO. 40

WALLOWA CANYON SECTION OF THE LA GRANDE-JOSEPH HIGHWAY IN WALLOWA COUNTY

SPECIAL PROVISIONS

Salem, Oregon, March 8, 1920

FEDERAL AID PROJECT

The work covered by this contract is a Federal Aid Post Road Project and the attention of bidders is particularly called to all clauses in the Standard Specifications referring thereto.

TWO CLASSIFICATIONS

Excavation will be classified under two heads, viz: Common Excavation and Solid Rock Excavation.

Solid Rock Excavation will include only ledge rock in place which cannot be excavated without drilling and blasting, and boulders having a volume greater than one-half cubic yard. This specification shall in no case be interpreted as including solid rock, shell rock, or other material of a rock nature or otherwise, which in the judgment of the Engineer may be loosened with a pick, although blasting may be resorted to in order to expedite the work.

Common Excavation shall include all material other than solid rock.

ROCK FILLS

In rock fills the contractor will be required to provide topping of a suitable material, of such width and thickness as the Engineer may direct. In case there is not sufficient satisfactory material in the excavation from which the embankment is made or it is impracticable to save this material, the contractor shall procure a satisfactory material as directed by the Engineer which shall be paid for as excavation and necessary overhaul.

PREFERENCE TO BE GIVEN SOLDIERS AND SAILORS

In the employment of labor in the performance of this contract, preference shall be given, other conditions being equal, to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made. (Section 6 of the Act of Congress, approved February 28th, 1919, entitled "An Act Making Appropriations for the service of the Post Office Department for the fiscal Year ending June 30th, 1920, and for other Purposes"- - - Public No. 299, 65th Congress.)

Form 1207

CLASS OF SERVICE DESIRED	
X Telegram	
Day Letter	
Night Message	
Night Letter	
Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

WESTERN UNION TELEGRAM

PR
KO

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.

Check

Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Pendleton, Ore. March 8, 1920 19

To Herbert Nunn

Street and No. State House,

Place Salem, Ore.

Date of completion Wallowa Canyon, grading only, September thirtieth.

M.O.Bennett

Noted HN

CONFIRMATION.

RECEIVED
MAR 9 1920

SENDER'S ADDRESS FOR ANSWER

SENDER'S TELEPHONE NUMBER

---

did not give me a definite statement, but agreed that the County Court was under the impression that the road was to be graded and graveled. In this connection I wish to say that portions of the road will be almost impassable owing to the fact that the roadbed will be made up of coarse rock fill.

It may help some to know that at the time the county court were negotiating with the Commission for the entire project, I believe they were promised by Mr. Thompson the graveling along with the grading. Am sorry I cannot give you a definite statement.

Very respectfully,

Manche O Bennett

M[illegible]che O. Bennett,
[illegible]ivision Engineer.

MOB/B

FORM 4A 12-31-19-1M

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, ISLAND CITY
} COMMISSIONERS

R[illegible] A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR
40

32 PA
Subject: Surfacing
Wallowa Canyon.

PENDLETON, March 4, 1920

RECEIVED
MAR 5 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Probert.

Dear Sir:

I have yours of March 1st advising that you have no information regarding the surfacing of the Wallowa Canyon Section. I presume it is a mistake on our part and that our impression was gained from the former negotiations when the Wallowa County Court applied to the State Highway Commission for the grading and graveling of the entire 40 miles, and agreed to pay half of same.

I feel sure that the Wallowa County Court think that this section is to be graveled and the understanding is that the county will put up half and government half of the total cost of grading and graveling. You may have some information showing that their county funds are distributed in a manner that this cannot be done but I believe the county court feel that they are able to carry half the total cost.

I took this matter up with Mr. Kiddle and he did not give me a definite statement, but agreed that the County Court was under the impression that the road was to be graded and graveled. In this connection I wish to say that portions of the road will be almost impassable owing to the fact that the roadbed will be made up of coarse rock fill.

It may help some to know that at the time the county court were negotiating with the Commission for the entire project, I believe they were promised by Mr. Thompson the graveling along with the grading. Am sorry I cannot give you a definite statement.

Very respectfully,

Manche O Bennett

M[illegible]che O. Bennett,
[illegible]ivision Engineer.

MOB/B

March 1, 1920.

File: P.R. No. 40

Mr. H. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of February 27th transmitting project statement for the graveling of the Wallowa Canyon Section. We did not know that the State Highway Commission had authorised the graveling of this Section as a Federal Aid Project. In fact, it was our understanding that this surfacing was to be done by Wallowa County, although we believe that no definite agreement has yet been made between Wallowa County and the State Highway Commission. If you have received from Mr. Kiddle or from some other source, instructions to submit this work as a Federal Aid Project, kindly give us some further information in this regard. No action will be taken until we hear from you.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-LM

HERBERT NUNN
State Highway Engineer

MANCHE O. BENNETT
Division Engineer

OREGON STATE HIGHWAY COMMISSION
SALEM

PR ✓

32 PA
Subject: Transmittal project
statement, etc.

PENDLETON, Feb. 27, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Enclosed please find project statement with four prints of the project statement map for the graveling of the Wallowa Canyon Section. As you know, the project statement submitted sometime ago for this section included the grading only. To be sure that you have the necessary data we are forwarding this project statement.

We are also sending data for advertising the job with special provisions attached, and estimate for comparison of bids. You will note our estimate for comparison of bids is incomplete but believe you will have sufficient data to make up the estimate sheet.

Hoping that we have supplied the necessary data, I am

Very respectfully,
Manche O. Bennett
Manche O. Bennett,
Division Engineer.

WCC/B

ANSWERED
S. H. Probert

Form 39

March 1, 1920.

File: P. R. No. 40

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

The matter of surfacing the Wallowa Canyon Section of the La Grande-Enterprise Highway in Wallowa County, which section we propose to grade under Federal Aid Project No. 40, has been considered by the State Highway Commission, and while the Commission feels that it cannot at this time make definite appropriation for this work, it will assume responsibility for the surfacing with broken stone or gravel in the near future.

The County of Wallowas has available a very considerable sum to be expended in the improvement of this and other sections of the La Grande-Enterprise Highway, and it is believed that the County Court can be prevailed upon to provide funds for this surfacing. If this arrangement cannot be effected, however, the surfacing will be undertaken by the Highway Commission either with state funds expected to become available or upon a cooperative basis.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

Form 23

PR 40

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section [illegible]

Date Feb [illegible], 1920

Week from Feb [illegible] to Feb-21.

Highway [illegible]

Job Prefixes [illegible]
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County [illegible]

Survey will be completed about

Number in party 5

Camp location [illegible]

Mail address [illegible]

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Arrived in [illegible] Feb [illegible] found L.S. Hall + P.J. Martinez here. [illegible] equipment sent from [illegible] - arrived Monday.

S.J. Beltman arrived Monday as Computer.

L.E. Brown on payroll as State artist 105^{00} [illegible]

Estimate [illegible] 190

[illegible] opening by [illegible] - Feb-19[illegible]

[illegible] for Feb.

L.S. Hall - Chainman [illegible] - Feb 1st to date.

P.J. Martinez " " " " "

W.G. Phelps Res Engr 195^{00} Feb 12th " "

S.J. Beltman Computer 125^{00} Feb 8th " "

L.E. Brown State Artist 105^{00} Feb 16th " "

Weather - Clear & warm to Friday. Snow squalls Friday + Saturday.

[illegible] not [illegible] yet.

Signed W.G. Phelps.

Title Res. Engr.

FORM 4A 12-21-19-1M

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 40/

32 PA

PENDLETON, Feb. 7, 1920.

RECEIVED
FEB 9 1920
HIGHWAY ENGINEER

Subject: Special items Wallowa
Canyon estimate.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Pursuant to instructions I have made careful field inspection of the Wallowa Canyon Section with plans in hand. Am sorry to advise that I have made several additions and changes, and hereafter will make similar inspections while locators are in the field and avoid loss in blueprinting, tracing, etc.

I wish to call special attention to a few items that you may feel inclined to eliminate from the estimate. You will note on ~~cross sections~~ profile notations concerning rock slides. We have shown the slopes generally at 1½ to 1. These slides are of talus material and of such character that when once disturbed they will continue to slide. For this reason the slope should not be steeper than 1½ to 1, I believe.

On the profile you will note the item of filler material for coarse rock fills. This is quite an important item and was omitted before by the locating engineer. To explain further, in numerous places the fill will be comprised of coarse rock from 4 inches to 1 foot in diameter. It will be absolutely necessary to haul finer broken rock or common excavation and cover these sections in order that traffic may pass over, and also for a base for the crushed rock or gravel surface. These quantities will not show on the cross sections but the yardage amount will be included in the common excavation item.

I have also added to the locating engineer's estimate rip rap, which item will occur in several places. I had a splendid opportunity to see the value of this on my r[illegible] trip as an ice flow had just passed down the river.

I have added considerable yardage at the culvert and bridge sites in the way of channel excavation. This is caused by the culvert or pipe being necessarily placed on the deltas at the mouths of steep draws. It will be necessary to excavate channel to control water above the highway.

FORM 4A 12-21-19-1M

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PENDLETON,

We are sending under separate cover a set of the blue prints of these plans showing revisions. Attached is a copy of the quantity summary. Will send you a cost estimate later. Should you change our quantities for this estimate, kindly advise.

If you should find it necessary or desirable in your opinion to eliminate some of these items from the estimate, would appreciate it very much if you would advise us before the estimate is placed before the Commissioners and Mr. Nunn. We will abide by any ruling you may make, but should like to have an opportunity to endeavor to show you the importance of these items in case you wish to eliminate same.

Trusting this will supply you with the necessary information to complete the plans, I am

Very respectfully,

Manche O. Bennett

Division Engineer.

MOB/B

Noted
SAP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads.
Oregon F.A.40.

February 3, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Consideration has been given to Project No. 40, the Wallowa Canyon Section of the LaGrande-Joseph Highway, for which project statement was received some days ago.

The project statement estimate includes no surfacing and the statement is made that surfacing will probably be put on in the near future but that funds are not available at this time to justify a definite statement as to when this can be done. In view of the unsatisfactory conditions which have arisen in recent projects in this and other localities, this Bureau is seriously questioning the advisability of proceeding with ordinary grading jobs when the natural material will not provide a satisfactory roadway, until some definite provision is made for surfacing. Where these grading projects are carried through to completion and result is a good grade but a very bad roadway, public criticism is invariably directed toward both State and Federal Departments responsible.

In view of this, we are instructed to be very careful in the matter of recommending projects for approval for grading only where there is reason to believe that a surfacing is also essential. Oregon Projects 5,8 and 11 are cases where graded projects have not proven satisfactory without surfacing. Project 5 is very near this project on the same state highway and there is no doubt that this project will require surfacing before it will be serviceable as a roadway.

We, therefore, suggest that you take up the matter of surfacing and see if provision cannot now be made for surfacing as a part of the project. Without surfacing, as the facts now appear, we could not recommend the project for approval. Further action will be deferred pending a reply.

Yours very truly,

C H Purcell

District Engineer,

January 29, 1920.

File: D.R. No. 40

Mr. H. G. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We are in receipt of your letter of January 27th, and in accordance therewith we have assigned job prefix 32PA to cover the grading of the Wallowa Canyon Section, Federal Aid Project No. 40

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

C.C. to C.A.Harrington

January 27, 1920.

File P.R. No. 40

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are submitting herewith project statement requesting Federal cooperation in connection with the grading of the Wallowa Canyon Section of the La Grande-Joseph Highway, in Wallowa County, to which project, we have assigned No. 40. These statements are complete, with the exception of the resolutions appropriating County funds. These resolutions were requested of the County Court on January 14th and should be received very soon. The necessary copies will be supplied to your office as soon as received.

The Federal Aid plans are now practically complete and the final check is now being made in the field by Division Engineer Bennett. We will very likely desire to call for bids on this work to be received at the March meeting of the State Highway Commission.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

Noted [illegible]

STATE Oregon

PROJECT No. 40
(Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) January 15, 1920

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Bonding Act, Chapter 175, Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road Wallowa Canyon Section of La Grande-Joseph Highway
2. Located between Minam and Wallowa, County of Wallowa
3. Points of beginning and ending Begins at Minam and ends at head of Wallowa Canyon 4 miles northwest of Wallowa
4. Length in miles (gross) 8.39 (net) 8.39

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

[illegible]

5. Miles of project used as post route None; miles not used as post route 0.28

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

This project is important not on account of the district traversed, but on an account of the district for which it provides outlet. Wallowa County is an important agricultural county, and this project is a link in the only important highway connection between this county and the rest of the State.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Is a link in an important state, inter-county and inter-city higway.

11. Improved roads adjacent or contiguous and type of each Section of same highway between Elgin and Minam, graded under Federal Aid Project No. 5

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (a) trucks 1, (b) passenger motor vehicles 15, and (c) horse-drawn vehicles 5

13. Local traffic, approximate average daily number of (a) trucks 1, (b) passenger motor vehicles 5, and (c) horse-drawn vehicles 5

14. Description and present condition of traveled way Present road is rough and rocky; has poor alignment and is narrow and poorly drained.

15. Proposed width of surfacing None; feet between ditches 18'; approximate maximum gradient 5 per cent.

16. Proposed type of construction Grading only

17. Location, nature, and extent of deposits of local materials suitable for use on this project

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by Wallowa County

(State or (and) county.)

20. Amount of funds which are / will be available for construction: (a) State State assumes responsibility for such part of actual total cost as may not be met by County and Federal Gov't.

(Amount.) (Source; refer to statute.)

(b) County 50% of cost of project, this percent now estimated to be $57,777.50 (See resolution of County Court)

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by

(State or (and) county.)

from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project Oregon State Highway Department's Standard form of contract and contractor's bond will be used.

220	Lin. Ft.	18" Culvert Pipe	3	25	715	00
120	"	24" " "	4	50	540	00
60	"	30" " "	5	75	345	00
70	"	36" " "	7	00	490	00
340	Cu. Yds.	Concrete	35	00	11,900	00
15,000	Lbs.	Metal Reinforcement		12	1,800	00
40	Cu. Yds.	Rubble Masonry	15	00	600	00
150	"	Rip Rap	3	00	450	00
50	Lin. Ft.	Timber Trestle	20	00	1,000	00

Length, 8.39 miles.

Cost, $ 13,772.94 per mile.

Subtotal	$ 105,050	00
10% Engineering and Contingencies	10,505	00
Total	$ 115,555	00

This estimate approved by:

Herbert Nunn

(Title) State Highway Engineer.

26. Amount of Federal aid desired $57,777.50

(State in lump sum or percentage, but not both.)

25. Reconnaissance estimate of cost of project:

Made by Date January 15, 1920

APPROXIMATE QUANTITY.	UNIT.	ITEM.	PRICE.		AMOUNT.	
	Cu. yds.	Excavation, % rock				
	Sq. yds.	Surfacing of				
46.2	Acres	Clearing & Grubbing	50	00	2,310	00
40,000	Cu. Yds.	Common Excavation		80	32,000	00
25,300	"	Solid Rock Excavation	2	00	50,600	00
26,000	Yd. Sta.	Overhaul		05	1,300	00
500	Lin. Ft.	12" Culvert Pipe	2	00	1,000	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
220	Lin. Ft.	18" Culvert Pipe	3	25	715	00
120	"	24" " "	4	50	540	00
60	"	30" " "	5	75	345	00
70	"	36" " "	7	00	490	00
340	Cu. Yds.	Concrete	35	00	11,900	00
15,000	Lbs.	Metal Reinforcement		12	1,800	00
40	Cu. Yds.	Rubble Masonry	15	00	600	00
150	"	Rip Rap	3	00	450	00
50	Lin. Ft.	Timber Trestle	20	00	1,000	00

Length, 8.39 miles.

Cost, $ 13,772.94 per mile.

Subtotal	$ 105,050	00
10% Engineering and Contingencies	10,505	00
Total	$ 115,555	00

This estimate approved by:

(Title) State Highway Engineer.

26. Amount of Federal aid desired $57,777.50

(State in lump sum or percentage, but not both.)

8—4250

27. Payment desired on completion or as work progresses as work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of State of Oregon, Salem, Oregon

29. Additional remarks

Surfacing:

In submitting this and other projects for grading only, and without making definite provisions for surfacing, the State Highway Commission is influenced by the following considerations:

The Commission is working on a comprehensive plan of road improvement which will require several years for its completion. The funds now actually available are not sufficient to cover more than a small part of the work involved under this entire plan. While the Commission believes that it is justified in assuming that the funds necessary for its completion will be forthcoming as required, it has not the power to definitely appropriate funds beyond those already authorized by the State Legislature.

It must therefore, in the interest of future economy in the prosecution of the entire road program, and in order to satisfy the demands of the people in all parts of the state for immediate construction, undertake the grading of sections for which sufficient funds are not yet available to cover surfacing.

This is the situation in regard to the present project. The Commission is not in a position to tie up funds for the surfacing of the section involved, although the surfacing is warranted, and without question will be put on in the near future.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By S Benson
Chairman
(Title of officer.)

By
Commissioner
(Title of officer.)

By
Commissioner
(Title of officer.)

3—4356

PR 10

January 14, 1920

File No. 125

Mr. S. Benson, Chairman,
State Highway Commission,
Hotel Virginia,
Long Beach, California.

Dear Sir:

I am handing you herewith for your approval project statement for the Wallowa Canyon Section of the La Grande-Joseph Highway between Minam and the Wallowa Canyon 8.39 miles in length. The estimated cost of this project is $115,555.00 of which it is desired to ask Federal Aid to the amount of $57,777.50 - the same amount to be appropriated by the County of Wallowa. If this project meets with your approval will you kindly sign all four copies and return to this office.

Yours truly,

Secretary.

BAK:LM
Encls.

PARTMENT
HIGHWAY
COUNTY

FORM [illegible]

S. B[illegible]ON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
E[illegible]. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RR#40

January 14, 1920

File No. 123

Mr. S. Benson, Chairman,
State Highway Commission,
Hotel Virginia,
Long Beach, California.

RECEIVED
JAN 26 1920

Dear Sir:

I am handing you herewith for your approval project statement for the Wallowa Canyon Section of the La Grande-Joseph Highway between Minam and the Wallowa Canyon 8.39 miles in length. The estimated cost of this project is $115,555.00 of which it is desired to ask Federal Aid to the amount of $57,777.50 - the same amount to be appropriated by the County of Wallowa. If this project meets with your approval will you kindly sign all four copies and return to this office.

Yours truly,

Roy A. Klein
Secretary.

RAK:IM
Encls.

5

January 14, 1920.

File;Project No. 40

County Court of Wallowa County,
Enterprise, Oregon.

Gentlemen:

In connection with the Wallowa Canyon Federal Aid Project, the Government requests that we submit to them copies of the resolution passed by the County Court making appropriation of the County's share of the funds to be used for the construction of this section. For the convenience of the County Courts, and in order to secure uniformity in the form of resolution, we have prepared a more or less standard form which we prefer to have used for these resolutions. We are enclosing herewith three copies of this form, made up to apply to the Wallowa County Project, and we would request that you pass this resolution, or a resolution embodying the same important features, and supply us with three signed or certified copies. We would appreciate your giving this matter your early attention, in order that no unnecessary delay may result.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

PR 40

January 10, 1920.

Mr. N. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

In accordance with your letter of January 7th, we mailed to you yesterday a set of the blue print plans for the Wallowa Canyon Project. In order that there may be as little delay as possible in the submission of the complete palsn to the Bureau of Public Roads, and in order that sufficient time may be allowed for the making of any corrections that may be necessary, we would suggest that you make your field inspection on the very earliest possible date. The Highway Commission will undoubtedly desire to advertise this work for bids to be received at their meeting in March, and we should, therefore, have the completed plans in the hands of the Bureau of Public Roads not later than February 1st.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

PR40

March 13, 1920.

File; 33VA

Mr. J. N. Clark,
Resident Engineer,
Richland, Oregon.

Dear Sir;

In looking over the map submitted by you showing the lay-out at the proposed under crossing near Minam on the Wallowa Section of the La Grande-Enterprise Highway, we find that your draftsman has platted the railway crossing scaling the stationing from the stationing of the P.I., instead of ~~[illegible]~~ along the curve. It may be that this does not represent his general practice, but inasmuch as we have found that one or two or our draftsmen have considered it correct to scale stationing ahead from the P.I. station, we thought it advisable to call your attention to this fact, in order that future platting may not be in error.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MN

C.C. for information
R.H. Baldock.

RECEIVED
JAN 8 192

32 VA

Job. 32 VA

Pendleton, Oregon, Jan. 7, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Attention Mr. Klein and Probert.

Subject: Minam plans.

Dear Sir:

I write to request that you return to me a set of the Wallowa Canyon section plans that I may make field inspection of same before submitting to the Bureau of Public Roads.

This is in accordance with your recent suggestion and instructions, and through a desire to make sure that our estimate if fairly close, and that we are not overlooking something which will result in another overrun.

Very respectfully,

Maurice O. Bennett

Division Engineer.

MOB/B

ANSWERED
S. H. [illegible]

PR40

February 6, 1930.

File: 32VA

Mr. M. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We have your letter of February 4th, requesting copy of the summary of quantities for the Wallowa Canyon Section, covering the quantities as revised by this office. Inasmuch as a definite decision had not been reached in regard to certain features in connection with this work, no summary of quantities was made up, it having been intended to delay the preparation of the summary sheet until all revisions had been completed. It will be necessary therefore, that after the revisions which you intend to make have been completed that you summarize all of the quantities involved in the work.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-RM

, PORTLAND, CHAIRMAN
. BOOTH, EUGENE
ED [illegible] KIDDLE, ISLAND CITY
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

32VA

PENDLETON, Feb 4 - 20

RECEIVED
FEB 5 1920

Prefix 32VA
Subject - Wallowa Canyon summary.

Mr Herbert Nunn

Attention Mr Probert.

Dear Sir.

To day we rec'd the summary from the Salem Office for the Wallow Canyon section. This summary shows the quantities etc as the plans called for when forwarded from this Office to Salem. We note that grade and alignment changes were made at the Salem Office, we find also ~~that~~ after Mr Bennetts inspection trip over this section that revisions are necessary. If you will kindly send us a copy of the summary after the the changes were made at Salem, we will revise according to revisions made at this Office

Yours truly
Manche O Bennett

ANSWERED
S. H. Probert

CONTRACT #250

PR 39 Madras-Deschutes Co. Line 1920-1924

250

PR-39

March 31, 1924.

Mr. Jay H. Upton,
Attorney at Law,
Bend, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of the 28th inst, requesting the name of the surety company on the bond furnished by the contractor who held the contract for the construction of the Dalles-California Highway between Culver and Metolius during the month of April 1921. We will reply as follows:

On March 23, 1920 the contract was awarded by the Highway Commission to Oskar Huber for the grading and surfacing of 17.44 miles between Madras and the Deschutes County Line, our contract No. 250. Oskar Huber furnished a bond in connection with this contract the surety on which was the American Surety Company of New York, John B. Coffey, Agent, Wilcox Building, Portland, Oregon.

This contract was completed by Oskar Huber on June 30, 1921. Final payment was made to him on September 12, 1921. The total amount paid under this contract was $155,595.65.

We trust that the foregoing information will be satisfactory for your needs.

Very truly yours,

ROY A. KLEIN,
State HighwayEngineer.

By

H. B. Glaisyer,
Chief Clerk.

HBG:LM

JAY H. UPTON
ATTORNEY AT LAW
BEND, OREGON

March 28th 1924

Mr Roy C Klein,
Secretary Highway Commission
Salem, Oregon

Dear Sir:-

Will you kindly advise me the name of the bondsmen or surety upon the bond furnished by the contractor who was building the Dalles-California Highway between Culver and Metolius in the month of April 1921, in ✓ Jefferson County.

I think that Mr Oskar Huber ✓ had the contract but I do not know the name of his company under which the work was carried on nor the name nor character of his surety on the undertaking furnished.

I am anxious to have this information in my office by Tuesday April 1st and will appreciate a reply to this letter out of your office not later than Monday March 31st.

Yours very truly,

J H Upton

Contract #250
Oscar Huber
American Surety Co of New York
[illegible] B Coffey
Wiley

Date let March 23, 1920
Date [illegible] [illegible] 1921

ANSWERED
H. B. G.

of the six and a half mile section immediately south of Madras, on Federal Aid Project No. 39.

Yours respectfully,

C. W. Wanzer

C. W. Wanzer,
Division Engineer.

AMA/vc

FORM 8A 25000 5M-7-23

WILLIAM DUBY, BAKER, CHAIRMAN
H, [illegible] VAN DUZER, PORTLAND
[illegible] MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

16M - Maintenance Order
File 45

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 39

RECEIVED
OCT 1 1923
OR[illegible]N
STATE [illegible] COMMISSION

The Dalles, Oregon September 29, 19[illegible]

16M

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to your letter of September 27th, you will find attached, Maintenance Order for your approval, covering the proposed resurfacing of the six and a half mile section immediately south of Madras, on Federal Aid Project No. 39.

Yours respectfully,

C. W. Wanzer

C. W. Wanzer,
Division Engineer.

AMA/vc

September 27, 1923.

~~444~~

Mr. C. W. Wanzer,
Division Engineer,
The Dalles, Oregon.

16N

Dear Sir:

Referring to yours of September 20, relative to resurfacing Federal Aid project No. 39, Madras South, wish to advise that when considering this project, I did not contemplate making as thorough a resurfacing job as you have figured. I think that if we put on not to exceed 500 cubic yards per mile, it will take care of the situation temporarily and may be handled as a maintenance proposition on the execution of a proper maintenance order.

Very truly yours,

State Highway Engineer.

RAK:HI

AND
VALLIS } COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

16 - Resurfacing F.A.P.No.39
File 24

16M

The Dalles, Oregon September 20, 1923

SEP 21 1923

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to your letter of September 7th to Mr. C. H. Purcell, relative to putting a limited amount of surfacing material on six miles south of Madras, Federal Aid Project No. 39, for your information in case you wish to take the matter up with the State Highway Commission, a rough estimate based upon taking the material from the pit that you looked at with me and figureing on placing approximately 3 inches in depth and 16 feet wide, will require approximately 5,000 yards at an estimated cost of $2.30 per cubic yard or a total of $11,500.00.

Yours very truly,

C. W. Wanzer

CWW/vc

C. W. Wanzer,
Division Engineer.

September 7, 1923

FA 39

Mr. C. H. Purcell,
District Engineer,
United States Bureau of Public Roads,
Post Offuce Building,
Portland, Oregon.

Dear Sir:

Referring to yours of August 27th relating to your recent inspection of Oregon Federal Aid Project No. 39, Madras-Crooked River Section of The Dalles-California Highway in Jefferson County, beg to advise that the writer was also over this section a few days ago.

It is my observation also that the first six miles south of Madras is in poor condition due, no doubt, to the unusually heavy travel andalso to the extremely dry weather.

While there, in company with the Division and Resident Engineers, I looked over a pit of rhyolite material which is located about two miles to the east of the highway and about two miles south of the south end of the six mile section you speak of, which gives promise of being good material to use on this project. It is similar to material which we have used successfully elsewhere and in the present instance has been used in surfacing a market road which has been down over a year and which appears to be holding up in good shape. We are planning to put on a limited amount of this material on this section which you have referred to as soon as there is some moisture.

Very truly yours,

State Highway Engineer.

RAK:LM

cc. C. W. Wanser, Division Engineer, The Dalles, Oregon.

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

POST OFFICE BUILDING,
PORTLAND, OREG.

AUG 28 1923

August 27, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

A recent inspection of Oregon Federal aid project No. 39, Madras-Crooked River section of The Dalles-California Highway, indicates the necessity of providing additional surfacing material on the northerly six or seven miles which were surfaced with crushed rock from the quarry at Madras.

The material used in surfacing the road was a crusher-run product of a maximum size of 1-1/2". Sufficient fine material was not produced to fill the rock, and as a result it did not compact satisfactorily until binder material was added by the State maintenance forces.

The binder corrected the looseness of the road, but set the rock up so hard as to render dry maintenance difficult, if not impracticable. As a result, the rock surface is now developing holes which are rapidly increasing in size. Without any fine material to work on with a blade, it is going to be very difficult to maintain the project in a satisfactory condition.

It has occurred to us that it might be a good plan to provide for procuring additional material for resurfacing the above section from the plant now operating on the Madras-North section, if sufficient material is available in that pit.

From whatever source the material may be obtained, it appears certain that resurfacing of about six miles of the project must be undertaken at an early date, if the road is to be maintained in a satisfactory condition through another season.

We should be pleased to have you advise us of such plans as you may have for placing the unsatisfactory portion of the project in good condition.

Enclosed are two photos showing condition of the road on August 15, 1923.

Very truly yours,
C. H. Purcell, District Engineer.
By ______________
Acting.

Enclosure

Noted C.F.S.

9671 Ore 39 - Near Sta 750 Aug. 15, '28.

...ll2,

[illegible] at Madras, please be advised that we will accept bill for water taken.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

C/ [illegible] it [illegible] paid

$2.08 Bill 18846

Noted P.F8

9670 Ore.-39 - About 1 Mi. South of Metolius Aug 15 '23

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

HAK:LM

C.S
Watch [illegible]
it comes [illegible]

$2.08 Bill 18846

Noted C.F.S

RR 39

February 10, 1922

Mr. A. Buckley, Superintendent,
Union Pacific System,
Wells Fargo Building,
Portland, Oregon.

Dear Sir:

In answer to your letter of January 30th, file E 78101-112, in reference to water taken from the railroad tank at Madras, please be advised that we will accept bill for water taken.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

C.S.
Watch for bill when it comes in
RAK

$2.08 Bill 18846

Noted P.F.8

STANDARD
10-21-10000

Form 2103

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

OFFICE OF
Superintendent

IN REPLY PLEASE REFER TO
No. E-73101-
112

Portland, Oregon,
January 30, 1922.

Mr. C. C. Kelley,
Assistant Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

November 22nd to December 9th, 4150 gallons of water was taken from our water tank at Madras. We are advised that this was taken for use of a steam roller and should be charged to R. P. Newland, Engineer in charge of this work. Charge for this water would be fifty cents per thousand gallons.

Please advise if you will accept bill for same.

Yours truly,

Superintendent

10M-10-21

A. BOOTH, EUGENE, CHAIRMAN
YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

16MF - Water.
File 36.

The Dalles, Ore., Jan. 26, 1922.

RECEIVED
JAN 27 1922
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. J. J. Kelley.

Dear Sir:

In the matter of taking water from the O.W.R.&N. tank at Rufus, which you referred to in letters of some time ago, the following amounts are approximately what were taken:

1921			
November	22	250	Gallons
"	23	250	"
"	24	250	"
"	25	250	"
"	28	400	"
"	29	300	"
"	30	500	"
December	1	250	"
"	2	150	"
"	3	250	"
"	5	200	"
"	6	250	"
"	8	250	"
"	9	200	"
Total		[illegible]	"

The agent at Rufus would not set a price on this water, as the bill has to go through the general office, he claiming to have no authority in the matter.

Yours truly,

J. T. Scott

J. T. Scott,
Division Engineer.

JTS:Ml

-10-21

A. BOOTH, EUGENE, CHAIRMAN
. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

16MT - Water.
File 78.

The Dalles, Ore., Jan. 10, 1922.

[illegible] JAN 13 1922
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

Referring to your letter of December 31st in regard to a complaint from Mr. Buckley, Superintendent of the O. W. R. & N. Company, stating that we were taking water from their tank at Madras.

I have investigated the matter and found that the maintenance crew working south from Madras rolling the crushed rock had taken water from this tank for a few days without the knowledge of Mr. Rowland. The amount involved is probably around 2500 gallons. The Railroad supplies water from the tank at Agency Plains to the farmers, who pay a small amount for this service. I am instructing Rowland to arrive at a satisfactory amount, and the price as charged to farmers in that vicinity, and report the bill in.

Yours truly,

[illegible] Scott,
Division Engineer.

J[illegible]:ll

154.5
153.4
4.1

125.15
124.75
.40

217.6
7.5
225.

December 31, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

We are in receipt of a letter from Mr. Buckley, Superintendent of the O. W. R. R. & N., in which he states that contractors are taking water from the tank at Madras, and it will be necessary for them to bill the contractors for this water.

Will you please advise who it is that is using this water and in what quantities, and if it is our maintenance forces, stop the use of this water until proper arrangement has been made with the railroad company; and if it is the contractors, notify them that they will be expected to pay the railroad company for the water used.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

December 31, 1921

Mr. A. Buckley, Superintendent,
Union Pacific System,
Wells Fargo Building,
Portland, Oregon.

Dear Sir:

Your favor of December 27th, file No. M. 73101-112, regarding the use of water from railroad tank at Madras, is noted.

We are investigating this matter and will advise your office promptly, as we know of no one who could be using this water, who is connected with the state forces.

Will you kindly advise the rate for which this water would be furnished in case it is found that there is need for same?

Very truly yours,
OREGON STATE HIGHWAY COMMISSION.

By

Assistant Engineer.

CCK:LM

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

OFFICE OF

Superintendent

IN REPLY PLEASE REFER TO

No. M
73101-112

Portland, Oregon.
December 27, 1921.

RECEIVED
DEC 30 1921

State Highway Commission,
Portland, Oregon.

Gentlemen:

I understand your contractors are taking water from our tank at Madras. It will be necessary for us to bill on you for this water. Will you please see that contractors are keeping a careful check of the amount of water taken. Please advise if you will accept bills to cover this expense.

Yours truly,

Buckle

Superintendent.

Sept. 21, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-39

Dear Sir:

In accordance with your request of the 19th inst we are herewith sending a copy of final estimate on the Madras-Deschutes County Line Section, Oregon Federal Aid Project No. 39.

You will note that our copy of the final voucher shows 230 lin ft of 12" culvert pipe. This is a typographical error as the amount should be 280 lin ft in accordance with the amount extended and the quantities shown on the final estimate.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,

ETH

Enc.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.......

POST OFFICE BUILDING,
PORTLAND, OREG.

September 19, 1921.

State Highway Commission,
Salem, Oregon.

Attention Mr. Probert.

Gentlemen:-

Receipt is acknowledged of final voucher covering Oregon Federal Aid project No. 39.

We are unable to check the voucher with the field data at hand and will hold the voucher pending receipt of the final estimate. Kindly forward this final estimate at your early convenience.

Yours very truly,

C H Purcell

District Engineer.

FORM 8A 5M-5-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. YEON, PORTLAND
W. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

NOTED
H. N.

PR
39

16PA - Complaints.
File 78.

The Dalles, Ore., Sept. 16, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In regard to the crushed rock surfacing put down south of Madras which has not yet set up, and of which we have received considerable complaints, I am planning to get the Deschutes County roller and ship down to Culver in order to have it ready to get onto the road as soon as we can get sufficient rain. The volcanic ash adjacent to the road will be used as a filler over the greater distance of this work, and the entire section thoroughly rolled. The rolling which was done last winter when the moisture condition was just right, has made an excellent road. We are keeping the road well shaped during the summer by an occasional dragging, and it is setting up right along, though we will probably have to use some dirt to get the road fully settled, probably over the entire north half of the project. This work will be undertaken as soon as the fall rains start in.

Respectfully yours,

J H Scott

J. H. Scott,
Division Engineer.

JHS:kl

Form No. 39.

pf 39/

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 24, 1921

Job Name Deschutes Co Line
Prineville

Week from July 18 to July 24

Mail Address Prineville, Ore. Box 27

Highway McKenzie

Telegraph or Telephone Address Black 541

County Crook Job Prefix 7PB

Express and Freight Address Prineville, Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

21 days work on final records. Approximately two weeks work for two men to complete all work in connection with this job.

Mr. Dunn of Oskar Huber Co. was in town settleing up bills etc.

APPROVED
JUL 27 1921
J. Scott
DIVISION ENGINEER

Signed C. W. Woodruff

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

PR
34
43

July 15, 1921

Mr. Oskar Huber,
227 Sherlock Bldg.,
Portland, Oregon.

File
Attention: Mr. Force

Dear Sir:

Replying to your letter of July 12th in regard to the release of retained percentage in connection with your contract for work between Madras and the Deschutes County Line, and between Prineville and Redmond, we have to advise that during the past few days vouchers covering these releases have been drawn and forwarded to you for your signature. They will undoubtedly have been received by you before you receive this letter.

As regards the release of your deposit of $500.00 in connection with the work between Bend and the Jefferson County Line, we are advised by Mr. Spott that he wishes to make further investigation of the condition of this work before he can recommend the release of this deposit.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:WTH

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week ....*men,*

....................*teams,* ....*steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed ....

Miles partially done ....

Average daily yardage placed this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week ....*men,*

....................*teams,* ....*trucks*

Percentage of total required yardage now in place ....

Surfacing will be completed about ....

Number men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week ....*men,*

....................*teams,* ....*trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 7PB *Percentage* 50.0%

Other jobs 7GA *Percentage* 9.5%

Other jobs 7GB *Percentage* 40.5%

Other jobs .... *Percentage* ....

OSKAR HUBER
General Contractor
227 SHERLOCK BUILDING
PORTLAND, OREGON

7/12/21

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Attention Mr. Probert:

A few days ago we telephoned you in reference to semi-finals on the Madras Job and also on the Prineville Job. Will you please advise us in what condition these are in now.

We also called your attention to a $500.00 deposit we had with the Commission regarding the completion of the Bend Contract. We would ask that you kindly see that this is returned to us as our job is now entirely completed.

Yours very truly,

OSKAR HUBER

Force

CEF-G

Form No. 39.

PR 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 25 1921

Job Name Madras-Deschutes County Line

Grading and surfacing

Week from June 20th to June 25th

Mail Address Redmond

Highway Dalles-California

Telegraph or Telephone Address Redmond

County Jefferson Job Prefix 16PA

Express and Freight Address Redmond

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has completed his work and loaded out his outfit. I approached Mr. Schucking, who was left in charge in regard to placing the earth binder. He stated that as they were finished and wished to ship their outfit they did not wish to place the binder on the road.

The final estimate will be turned in on the 10th. if not earlier.

OK no binder to be placed JR

APPROVED JUN 1921 OK J H Scott ENGINEER

RECEIVED JUN 29 1921 STATE HIGHWAY ENGINEER

(See back of this sheet for instructions and detailed information.)

Signed R P Newland

Title Resident Engineer

1807

JHS:kl
cc R.P. Newland.

J. H. Scott,
Division Engineer.

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned .... COMPLETED ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed ....

Miles partially done ....

Average daily yardage placed this week .... COMPLETED

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Surfacing will be completed about ....

Number men in Engineering Party ....

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 16PA .... *Percentage* 34

Other jobs 7PB3 .... *Percentage* 33

Other jobs 9YA .... *Percentage* 16

Other jobs 9DC .... *Percentage* 17

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

10

JHS:kl
cc R.P. Newland.

J. H. Scott,
Division Engineer.

Form No. 39.

Pl 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 18 1921, 192

Job Name Madras-Deschutes County Line Grading and Surfacing

Week from June 13th to June 18th

Highway Dalles-California

Mail Address Redmond

Telegraph or Telephone Address Redmond

County Jefferson Job Prefix 16PA

Express and Freight Address Redmond

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The last load of surfacing material was dumped on this road on the 17th. Nothing remains to be done on the part of the contractor except to complete the dragging and smoothing of the roadbed.

The sample half mile which was covered with earth binder is showing good results. The road should be ditted throughout in the cuts and fills. However I doubt the advisability of doing any work on the grader sections as the people will not travel it when they can get along the sides.

The estimate is in good shape and will be submitted as soon as the rock tickets are checked up.

1921
HIGHWAY ENGINEER

OK

APPROVED
JUN 20 1921
J H Scott
DIVISION ENGINEER

Signed R P Newland

Title Resident Engineer

(See back of this sheet for instructions and detailed information.)

1847

JHS:kl
cc R.P. Newland.

J. H. Scott,
Division Engineer.

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ..... Completed

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 17.44

Miles completed 17.44

Miles partially done None

Average daily yardage placed this week 129

Average daily yardage necessary to complete on time Time passed

Contractor's average force for week 18 *men,*

2 *teams,* XX 6 *trucks*

Percentage of total required yardage now in place 100

Surfacing will be completed about Completed

Number men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.)

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 16PA *Percentage* 50

Other jobs 7PB3 *Percentage* 40

Other jobs 9VF *Percentage* 10

Other jobs .... *Percentage* ....

JHS:kl
cc R.P. Newland.

J. H. Scott,
Division Engineer.

FORM 4 [illegible]

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

34

16PA - Binder.
File 24.

The Dalles, Ore., May 27, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

eek

Dear Sir:

Referring to your letter of May 23rd about placing a binder on Federal Aid Project No. 39, Madras-Deschutes County Line Section of The Dalles-California Highway, which procedure is recommended by the Bureau of Public Roads.

Last Week I was over this section, and find that the base course is entirely completed, and that the top course is wil along towards completion. In fact the entire job will be finished some where between the 15th and 20th of June. The crushed rock is showing very little sign of setting up, and is becoming scattered away from the roadbed proper by travel. Also the sharp edges are being worn away quite rapidly. The material is well shaped in the roadbed, as we have maintained practically continuous dragging. Judge King is very anxious that we should place filler, stating that numerous complaints of the condition of the road have been made to him.

On the trial section which we looked at near the bridge at the last time you and Mr. Nunn were over the work, I think we used a little too much filler. However, I will have Mr. Newland try out a quarter or half mile using carefully selected ash, with perhaps about an inch and one half in thickness. However, we will use the least possible amount. I think we can do a great deal of good by placing on binder by using very carefully selected material, that is to use only the very lightest ash, even though it has to be hauled from some distance.

Respectfully yours,

J H Scott

J. H. Scott,
Division Engineer.

JHS:kl
cc R.P. Newland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

POST-OFFICE BUILDING
PORTLAND, OREGON

May 25, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

This office has received today a sample of soil from Resident Engineer R. P. Newland, Redmond, Oregon. This is a sample of the material proposed to be used by you as a binder in the broken stone surfacing on Oregon Federal Aid project No. 39.

We have tested this sample and find it to be a fine sandy loam in which the clay content is so small as to be practically a negligible quantity from a road builder's point of view. We believe that if used in moderate amounts this material will be satisfactory as a binder in connection with the broken stone surfacing above mentioned.

Yours very truly,

C L McKesson
Acting District Engineer.

SHP

SHP Pls advise Scott + Newland IAF

Copy sent to Newland.
SHP

Feb. 18, 1921.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File PR-39

Dear Sir:

We note that in the last estimate in connection with the surfacing work between Madras and the Deschutes County Line there is included 200 cubic yards of rock placed in stock piles along the highway.. In this connection your attention is called to your letter of Jan. 3rd, and to Mr. Nunn's reply of Jan. 11th. In your letter there was included a price of $4.50 per cubic yard for rock in stock piles along the highway at points to be designated by the Engineer, but you will also note that Mr. Nunn in his letter did not accept this price, it being Mr. Kelley's recommendation that 500 cubic yards of maintenance material be piled opposite the crusher, this material to be paid for at $2.25 per cubic yard, this recommendation being made with the idea of distributing all maintenance rock from this stock pile.

In view of the fact that the contractor has already piled maintenance material alongside the road in accordance with Mr. Newland's instructions, it will be necessary for us to make payment for this material at the price of $4.50 per cubic yard.

We are writing to you at this time, however, to call your attention to the fact that the placing of this material was not authorized.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

HP:ET
C. C. to R. P. Newland.

39

NOTED
H.N.

NOV 20 1920

16PA - Surfacing.
File 25.

The Dalles, Ore., Nov. 18, 1920.

NOTED
C C KELL

Mr. Oskar Huber,
227 Sherlock Bldg.,
Portland, Oregon.

NOTED
H.N.

Dear Sir:

On November 1st approximately 8,000 yards of crushed rock out of a total of 26,250 called for in the contract for surfacing The Dalles-California Highway in Jefferson County had been placed, leaving approximately 18,000 yards yet to be delivered upon the road. The average per day has hardly been 125 yards, and this with no bad weather and present equipment would take at least six months to complete. In addition to assuming that there will be a month or two of weather during which it will be impossible to carry on the work, as well as the fact that it would probably take a month to move and set up the plant near Madras, to carry this work with present equipment will take at least until July 1st.

As the contract called for completion September 30th last, it was the intention that this work would be completed this fall and have the advantage of setting up during the winter, or wet season. Owing to the slow progress of the work a great portion of this will not have the advantage of winter moisture, and it bids fair to be a repitition of the work of this summer, that is, spreading the rock on a deep dust base which works up through the rock and will not make a suitable surface for traveling until we have the necessary [illegible] We must have more equipment on this work, and much better progr[illegible], as we cannot and do not expect to permit this work to run through [illegible] summer, and must have sufficient equipment on the work to complete this early in the spring before the ground dries out completely.

Will you please submit your plan for increasing capacity and progress on this work. It appears to me that another crusher should be set up at Madras and the job handled with two outfits instead of the one small outfit as at present.

Very truly yours,

J. H. Scott.

JHS:kl
cc to Mr. Nunn.
cc to Mr. [illegible]

FORM 4 5M-7-20

S. ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

16PA - Mistake in Estimate.
File 55.

The Dalles, Ore., Nov. 8, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
NOV 9 1920

Attention Mr. Probert.

Dear Sir:

In confirmation of our telephone message of this date, you will please make the following corrections on Estimate No. 7, Contract 250, Madras-Deschutes County Line.

Under the heading of broken stone surfacing on the estimate sheet, the following quantities are correct for the work done to November 1, 1920:

Mile 6 should show 320 yards. Mile 11 should show 1062 cubic yards. This makes the total estimate for November 1st 8,004 instead of 8727, making the present estimate for broken stone surfacing 989 cubic yards.

For your information, the first error referred to above, for Mile 6, should be 320 cubic yards of surfacing instead of 886 on the estimate for October 15th.

The total error to November 1st is 723 cubic yards excess, amounting to $3,434.25, and should be deducted from November 1st estimate.

Respectfully yours,

J. H. SCOTT,
Division Engineer.

AMA:kl

By

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No......

POST OFFICE BUILDING,
PORTLAND, OREG.

November 2, 1920.

State Highway Commission,
Salem,
Ore.

Gentlemen:-

We are forwarding herewith specifications recently approved by the Secretary of Agriculture, covering the following Oregon Federal Aid projects:- Nos. 39 and 46.

Yours very truly,

Acting C L McKesson
District Engineer.

JWB

Oreg[illegible] Federal Aid Project No. 39

GRADING AND MACADAMIZING, DESCHUTES COUNTY LINE - MADRAS SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY

APPROVED: Wilson
ACTING CHIEF, BUREAU OF PUBLIC ROADS.

SPECIAL PROVISIONS

Salem, Oregon.
February 25, 1920.

TWO CLASSIFICATION BASIS:

Excavation will be classified under two heads, viz: Common Excavation and Solid Rock Excavation.

Solid Rock Excavation shall include only ledge rock in place which cannot be excavated without drilling and blasting, and boulders having a volume greater than one-half cubic yard. This specification shall in no case be interpreted as including solid rock, shall rock, or other material of rock nature or otherwise, which in the judgment of the Engineer may be loosened with a pick, although blasting may be resorted to in order to expedite the work.

Common Excavation shall include all material other than solid rock.

GRADER WORK:

Sections indicated on the profile as "Grader Work" or as "New Grader Work" shall be graded in accordance with the cross-section indicated on the plans as the "Grader Section". The finished grade shall bear to the profile grade as shown on the plans, the relation indicated in the "Grader Section" referred to, except that the Engineer may at his discretion make grade changes to more nearly balance the excavation and embankment quantities.

Any loose rock, stones, or boulders which may be dragged to the surface or which may protrude above the neat line of the cross-section shall be removed from the roadbed and placed along the edge of the right-of-way.

If additional material, outside of the lines of the typical grader section, is required to bring the crown of the roadbed to the grade line as shown on the plans or as established by the Engineer, such material shall be obtained by uniformly increasing the width of the section as the Engineer may direct.

Payment for the grading of all sections indicated on the plans as "Grader Work" or as "New Grader Work" will be paid for on a per mile basis at the unit price bid on the item, "Grader Work". No excavation or embankment within these sections of line shall be paid for as excavation on the yardage basis or allowed for as extra work.

BROKEN STONE SURFACING

WIDTH AND THICKNESS:

Broken Stone Surfacing shall be constructed fourteen (14) [illegible] width and with an average thickness of six (6) inches, Loos[illegible]

PREPARATION OF SUBGRADE:

The subgrade shall be brought to a uniform and even cross-section and grade and shall be trenched to a depth of six (6) inches and to a width of fourteen (14) feet to receive the broken stone surfacing.

QUALITY AND SIZES OF MATERIALS:

Suitable rock for this work is obtainable from lava rock ledges in the vicinity of Madras and Metolius, from Red Ryolite ledges near the summit of the divide between Haystack and Juniper Buttes, from Red Ryolite ledges near mile post 5.3, and from a mountain of talus of basalt at mile post 91 on the Oregon Trunk Railway four miles north of Mecca Station. Materials of equal quality from any other source may, with the approval of the Engineer, be accepted. Only the best quality of material obtainable from each source, approved by the Engineer, will be allowed to be used, and the Engineer will have the right to refuse payment for any materials delivered upon the work which in his opinion do not qualify under this clause.

The contractor will be required to furnish and develop all quarries at his own expense.

The material used in the construction of broken stone surfacing shall be well graded crusher-run material having a maximum size of one and one-half($1\frac{1}{2}$) inches.

SPREADING AND COMPACTING:

Surfacing materials shall be spread uniformly and to such thickness as the Engineer may direct; the general procedure being to place a five (5) inch lift of material and to haul over same with trucks, and to drag same when directed by the Engineer, keeping the ruts that may develop filled, and before hauling operations are finished to spread a light lift of material in such manner as will bring the surface to a true, uniform, and well drained section as indicated in the plans.

Surfacing shall be carried on simultaneously with "Grading" and "Grader Work" and in no instance, where the work to be done is along existing roads, shall the grading be more than 1/4 mile in advance of the surfacing. The Engineer may, at his discretion, suspend grading operations until the surfacing operations can be brought up, or transfer grading forces to portions of the work which are off the existing roads.

ROLLING AND SPRINKLING:

~~Any rolling or sprinkling that may be ordered by the Engineer shall be done in accordance with the instructions of the Engineer, and shall be paid for as "Extra Work" as specified on pages 11 and 12 of the Standard Specifications.~~

FINISHING SHOULDERS:

After the surfacing has been placed and compacted, the earth shoulders shall be leveled down and the entire roadbed trimmed up so as to provide a uniformily crowned and well drained cross-section as indicated in the plans. Any loose rock, stones or boulders which may be dragged to the surface or made to protrude by this operation, shall be removed from the roadbed and placed along the edge of the right-of-way.

MEASUREMENT AND PAYMENT:

The quantities to be paid for under the item "Broken Stone Surfacing" shall be the number of cubic yards, loose measure, of broken stone furnished, delivered and incorporated in the work. The unit price bid shall include the preparation of subgrade, the furnishing, hauling, spreading and compacting of the broken stone, the trimming and finishing shoulders, and all other work involved in the construction of the finished broken stone surface at the grade and to the cross-section indicated on the plans, and in accordance with these specifications, except that any rolling or sprinkling that may be required will be paid for as extra work as specified.

CONFIDENTIAL

ROLLING AND SPRINKLING:

When in the opinion of the Engineer, it is necessary, rolling and sprinkling of the gravel surfacing, placed as hereinbefore specified, shall be done as extra work or by State forces as force account work and in the following manner,

After the gravel has been spread it shall be sprinkled with sufficient water to thoroughly wet it without applying enough to soften the subgrade. It shall then be rolled with a three wheeled roller weighing not less than ten tons. Rolling shall begin at the edge of the roadway, one rear wheel overlapping the shoulder. On each trip the rear wheel of the roller shall overlap its last course. Rolling shall continue in this way until the center of the roadway is reached. It shall then be started on the other edge and again carried to the center in the same way.

If any irregularities or unevenness develops during this rolling, the surface shall be harrowed and dragged and sprinkling and rolling shall be continued as above described until an even and thoroughly compacted surface is obtained.

The estimated cost of the rolling and sprinkling as above described is $250 per mile of finished surfacing.

OREGON STATE HIGHWAY DEPARTMENT. OREGON FEDERAL AID PROJECT NO. 46

APPROVED: P. St. J. Wilson
ACTING CHIEF, BUREAU OF PUBLIC ROADS.

SPECIAL PROVISIONS.

TO be used supplementary to the Standard Specifications in connection with the paving of the Ontario-Snake River Section of the Old Oregon Trail in Malheur County.

EXCAVATION.

The standard specifications governing excavation shall apply to this work, except that no classification of excavated material will be made. All excavation, regardless of its classification under the standard specifications, will be paid for at the single unit price bid for "Excavation".

CULVERT PIPE.

Bidders are requested to submit prices upon both concrete and corrugated galvanized iron culvert pipe. Proposals in which prices are not quoted upon both of these types may be rejected as informal.

For corrugated galvanized iron pipe the specification governing the maximum percentages of impurities in the base metal as given on page 18 of the Standard Specifications will be waived and metals carrying impurities not to exceed a total of three-tenths (0.3) of one percent will be accepted.

Except as stated above, bids will not be considered upon culvert pipe which is not fully up to the specifications as given in the Standard Specifications for pipe of the partucular class.

POROUS DRAIN TILE.

Under the item "Porous Drain Tile", only clay drain tile of a good grade and of full rated diameter will be accepted. Tile shall be hard burned and free from cracks and fire checks extending into the body of the tile in such a way as to lower its strength.

TYPE "A" - PORTLAND CEMENT CONCRETE PAVEMENT NO. 2

Width and Thickness:

The concrete pavement to be laid under the terms of this contract shall be sixteen feet (16') wide and of an average thickness of six (6) inches.

Preparation of Subgrade:

The old macadam surfacing shall be thoroughly scarified, and such part of the rock or gravel as may be required and as is satisfactory for shoulder construction shall be saved and shall be piled along the roadway in such mannernas to be conveniently available for use in the construction of shoulders after the pavement is in place.

Such rock or gravel as may exist in the present surfacing where the grade or alignment is such that the surfacing in its present position cannot be utilized as a sub-base for the new pavement shall be taken up and deposited in such places on the work as the Engineer may direct.

The subgrade shall then be reshaped and graded to the grade and cross section shown on the plans or as directed by the Engineer. It shall then be wet and rolled with a self propelled roller of at least ten ton weight until the entire area within the outside limits of the rock or gravel shoulders shall be absolutely firm and unyielding. All soft, spongy, or yielding spots and all vegetable or other objectionable material shall be entirely removed and the space refilled with suitable material and thoroughly compacted.

Wherever new embankment greater than eight (8) inches in depth must be constructed under the area to be surfaced, such embankment shall be constructed in successive horizontal layers not exceeding eight (8) inches in thickness. Each layer shall be rolled with a self-propelled roller of a weight not less than ten (10) tons, until compacted to the full satisfaction of the Engineer. Unless the embankment material is sufficiently damp to compact satisfactorily each layer shall be thoroughly wetted before rolling.

No pavement shall be laid until the grade and crown of the subgrade has been checked and accepted by the Engineer.

The subgrade shall be thoroughly wetted in the evening before concrete is placed upon it, and shall again be thoroughly wetted just before the concrete is placed.

All work incidental to the preparation of the subgrade as specified above shall be understood to be included in the price bid per square yard for pavement, except that all reasonably measurable quantities of excavation required in connection therewith shall be paid for at the unit price bid for excavation.

Finishing Concrete Surface:

Surface shall be struck off by a heavy template, or strike board which shall be moved with a combined tamping crosswise and longitudinal motion to produce a surface free from depressions or unequalities of any kind. When the strike board is within three (3) feet of a transverse joint, it shall be lifted to the joint and the pavement struck by moving the strike board away from the joint.

After the concrete has been struck off, it shall be rolled three times, with intervals of from five to fifteen minutes between rollings, with a metal roller from eight to twelve inches in diameter, and six feet in length weighing approximately one hundred pounds.

Before the surface has completely hardened, it shall be thoroughly floated with a long handled wooden float, and then be finally finished with a light finishing board. The finishing board shall be moved over the concrete a sufficient number of times to produce a smooth and uniform surface, free from bumps and depressions.

In finishing at the ends of the slabs, every precaution must be taken to insure uniformly even surfaces on both sides of the expansion joints. Suitable stradle floats must be used for this purpose, and any excess of concrete on either side of the

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joint must be removed.

Outside edges of slabs shall be rounded to one-half (1/2) inch radius, and ends adjacent to expansion joints shall be rounded to one-quarter (1/4) inch radius.

Expansion Joints:

Bituminous felt expansions shall extend through the entire thickness of the pavement, and shall project not less than one-half (1/2) inch above the finished surface. Before the road is opened to traffic, the bituminous felt shall be cut off to a height of one -half (1/2) inch above the surface.

Deficiency in Quantities of Cement:

The contractor shall at all times use the full required amount of cement as computed from the quantities of concrete and the specified proportions. If at any time there is reason to believe that this is not or has not been done, the contractor will be required to produce evidence as to the quantities of cement used, and if it can not be shown that the full required amount has been used, there shall be deducted from the contractors estimates an amount computed from the quantity of of cement deficient at the unit cost of cement f.o.b. the work.

The above clause is in no way to be construed as relieving the contractor from responsibility under the general provision relating to defective work or materials, under which provision, any section or sections, of pavement in which the required quantities of cement have not been used may be ordered removed and replaced, at the contractor's expense, with new pavement conforming to the spirit of the specifications.

Mix:

For the proportions of broken stone or gravel, sand and cement to be used, see clause headed "Concrete No. 2" on page 42 of the Standard Specifications.

Measurement of Portland Cement shall be by weight, and for the purposes of proportioning by volumes, ninety four pounds of cement shall be considered as having a volume of one (1) cubic foot.

Standard Specifications to Apply:

Except as modified by these special provisions, the standard specifications for Portland Cement Concrete Pavement No. 2 shall apply.

Concrete Mixer will be Furnished by State:

In case award is made for concrete pavements, the State Highway Commission will make available to the contractor, f.o.b. Salem, a suitable concrete mixer in good working condition. No charge will be made for the use of this mixer, but the contractor will be required to keep same in a good state of repair during operation, and to rdturn it in good working condition upon completion of the paving work.

Further information in regard to the mixer to be furnished will be provided upon request.

EXEMPTION FROM WAR TAX ON FREIGHT

The contractor will be expected to take advantage of the provision exempting from war tax, all rail and water freight shipments of materials for use on State work. To secure this exemption all shipments must be consigned to the State Highway Commission, care of the contractor, and exemption certificates presented to the transportation company. The necessary exemption certificates will be furnished to the contractor by the Highway Commission upon the contractor's request.

Further than the furnishing of the certificates, the Highway Commission assumes no responsibility in the securing of exemption. All transportation charges on freight consigned to the Highway Commission must be promptly paid by the contractor.

No deductions will be made from the contractor's estimates to cover the saving resulting from war tax exemption, but it is understood that this saving is taken into consideration by the contractor in figuring his bid prices, and that the State benefits to the full amount thereof.

October 16th, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-39

Dear Sir:

Herewith we are sending you four copies of voucher in the amount of $ 13,248.58, covering work done from July 14th to September 30th, 1920 on the Deschutes County Line - Madras Section, Oregon Federal Aid Project No. 39.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

R-61

By

Office Engineer.

Dictated by J. W. DeSouza,
ET
Enc.

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. D-1.

October 6, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT **Portland, Oregon.**

The project agreement and certificate to cover **Oregon** project No. **39** have been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LEB/fm

Copy for State Highway Department

Form P. R. I. 2

State Oregon

Project No. [illegible]

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

READ BY	
DIST. ENGR.	
ANS	
FI.	

UNITED STATES DEPARTMENT OF AGRICULTURE

RECEIVED
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WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of Sept 1920, by and between the State Highway Commission of Oregon, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 16th day of February 1920, a project statement, which was approved by the Secretary on the 7th day of April, 1920 for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 24th day of August, 1920, and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of eighty seven thousand and one and 20/100 dollars ($87,001.20) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State • Chapter 173, Laws of 1917.
By act of the Legislature of (date and citation), appropriating dollars.

* (*b*) By the County of Jefferson, $50,000.00, pursuant to resolution passed by the County Court of said county on February 5, 1920.
• By tax levy or bond issue authorized by act of (date and citation).

* (*c*)

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 135+0, 1370 ft. South of corner common to Secs. 20,21,28 and 29, T.13 S., R.13 E. W.M., near Opal City ~~at~~ and intersection of B and Fifth Streets in Madras, terminal points, a distance of 17.44 miles, known locally as the Dalles-California Highway, Jefferson county.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all existing structures occurring within the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, and new structures deemed necessary by the Secretary or said agents but not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without Federal aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of eighty seven thousand and one and 20/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of one hundred and seventy four thousand and two and 40/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ....

....
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... of ....
(State or county.) (Name.)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .... the State Treasurer, Salem, Oregon. (Official or depository.) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... State .... (State or county.) of .... Oregon (Name.) .... of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary

~~Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: ....~~

~~(Include reference to statute making appropriation and probable amount annually available.)~~

~~..~~

~~The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....~~

~~..~~

STRICKEN OUT

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 24th day of August, 1920.

State Highway Commission of Oregon.
(Official title of Highway Department.)

By S. Benson
Chairman, State Highway Commission.
(Title of officer.)

By R A Booth
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By Ed E Kiddle
Member, State Highway Commission.
(Title of officer.)

By ....
(Title of officer.)

By ....
(Title of officer.)

By ....
(Title of officer.)

[SEAL.]

E D Ball
Acting *Secretary of Agriculture.*

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 155+0, 1570 ft. South of corner common to Secs. 20, 21, 28 and 29, T.15 S, R. 13 E. W. M., near Opal City and intersection of B and Fifth Streets in Madras, locally known as the Dalles-California Highway, Jefferson county, and designated in the records of this Department as Project No. 39, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $174,002.40 as the total estimated cost of said project, and the sum of $87,001.20 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 24th day of August one thousand nine hundred and Twenty, as witness my hand and the seal of the Department of Agriculture.

E D Ball
Acting Secretary of Agriculture.

FORM 4 5M-7-20

S. [illegible]NSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33PJ - Force Account Bills.
File 53.

The Dalles, Ore., Oct. 1, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In regard to attached force account bill of Jas. F. Clarkson & Company for force account work done in oiling the fill at the Dillon overhead crossing, the rates for labor shown on this bill seem rather too high, but I understand that this was emergency work, and in order to save the fill it was necessary to use what men were available, and these men at this rate were the only ones available. In the future we will try to arrange to do all force account work at ordinary priced labor.

Respectfully yours,

OK
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J. H. Scott,
Division Engineer.

JHS:kl
Encls.

OK OCK

1920

OREGON STATE HIGHWAY COMMISSION
SALEM

16PA - 36" Concrete Pipe.
File 21.

The Dalles, Ore., Sept. 20, 1920.

Mr. Oskar Huber,
227 Sherlock Bldg.,
Portland, Oregon.

Dear Sir:

Please advise me at what unit price you will furnish 36" reinforced concrete culvert pipe for work on your Contract No. 250, Madras-Deschutes County Line Section of The Dalles-California Highway.

Very truly yours,

H. C. Ingle,
Division Engineer.

HCI:kl

cc to Mr. Nunn, Attention Mr. Probert.

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OMMISSIONERS

, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

16PA - 36" Concrete Pipe.
File 21.

The Dalles, Ore., Sept. 20, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

We are forwarding to you Estimate No. 4 of the Madras-Deschutes County Line Section, The Dalles-California Highway. An item of 20 feet of 36" reinforced concrete culvert pipe is shown on "Work Completed to Date".

We have not as yet received quotation on this pipe from Oskar Huber Company, but have written for his offer, and will let you know if the price submitted is different from that shown on the estimate.

Respectfully yours,

H. C. Ingle

H. C. Ingle,
Division Engineer.

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September 8, 1920

Mr. H. C. Ingle,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

I note your letter of September 2nd to Oskar Huber, file 16 PA - 20.

On August 27th I went over this job with Mr. Kerrigan the contractor's representative and the following outline of operation was agreed upon:

1. That the contractor was permitted to do grading over the entire portion of his contract as it was thought that the freshly graded materials are finer and more of the consistency of flour immediately after they have been disturbed than after they have been allowed to set up for a time, and it was desired to get all of the road graded as quickly as possible in the hope that we will get some moisture on portions of it before the surfacing materials have been placed.

2. That the contractor would keep a small blading machine ahead of the rocking operations to re-shape the roadbed and to equally distribute the rock.

3. That trenching and shoulder work would be done by blading up additional shoulder material from the ditch line instead of trenching the crown. This will give us a slightly higher grade line.

4. That the rock be placed in stretches of approximately one-half mile and to be placed as free from dust as possible, and that hauling be done as far as practicable off the freshly placed rock so as not to mush it down into the dust.

5. That the contractor would re-shape, harrow, blade and drag the road when there was any natural moisture in the rock.

6. That rocking over portions of the road subjected to traffic would be withheld as far as practical until there was natural moisture in the ground.

Yours truly,

Assistant Engineer.

cc. Mr.Oskar Huber.
CCK:LM

September 8, 1920

P. R. 39

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Attention Mr. McKesson.

Dear Sir:

We have your favor of August 23rd in which you recommend the watering and rolling of the crushed rock on Federal Aid Project No. 39, Madras to the Deschutes County Line.

On August 27th I inspected this job and agreed that watering and rolling would greatly improve the work. This proposition was considered at that time but due to the scarcity of water and the excessively long haul on same it was considered that the expense would be prohibitive and an agreement was made with the contractor whereby we were to place the rock on the roadway as free from dust as possible and that at a future date when there was natural moisture in the ground that we would re-shape by harrowing and dragging and compact the surfacing materials in this manner. The material is a fine ash almost the consistency of flour and this dust is from a foot to 18 inches deep in places, and it is doubted if there is enough water in this vicinity to properly wet down and compact the roadbed.

It is thought that by this method we will obtain the same result as if the watering and rolling were done at the present time and will get away from the heavy expense incident to the watering in this dry climate. Deschutes County has a road roller and it is thought that we may be able to obtain this at the proper time and roll the road after it has been re-shaped.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

OCK:LM

Assistant Engineer.

Kelley

September 8, 1920

P. R. 39

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Attention Mr. McKesson.

Dear Sir:

Your favor of August 23rd regarding the substitution of screened gravel on Federal Aid project No. 39, Madras to the Deschutes County Line, is noted.

I was over this work on August 27th with the contractor's representative and examined the deposits in Willow Creek beyond the Madras end at a point approximately three miles upstream from Madras.

It was decided that due to the cost of installation of screening and washing devices and the small quantity of materials available, that the expense was not justified so the job will continue as a crushed rock job as originally planned.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM.

(Copy to Mr. Kelley)

PR 39

16PA - Grading.
File 20.

The Dalles, Ore., Sept. 2, 1920.

RECEIVED
SEP 3 1920
STATE HIGHWAY ENGINEER

Mr. Oskar Huber,
227 Sherlock Bldg.,
Portland, Oregon.

Attention Mr. Corrigan.

Dear Sir:

Your favor of the 31st ult. is at hand regarding the progress of grading operations from Culver north.

I wish to avoid any misunderstanding regarding the progress of work being carried out, and will state that I talked this matter over with Mr. Kelley a couple of days ago, and that he seemed to agree with me in the matter of disturbance of the present roadway from Culver north until the time it was actually necessary to prepare this grade ahead for the surfacing, and stated it was his plan to complete the work in half mile stretches. The chief desire is, of course, to avoid putting the roadbed in a soft condition to be torn up by continuous traffic which now passes over the road. I am of the opinion that you will endeavor for this protection of the grade, and the making of more easy finish for placing of the rock for your own advantage as much as that of the work.

I will go over this with Mr. Stebbins probably next week, and perhaps by that time we will be able to observe just what effect the traffic is having on grade just opened along the present road, and will act according to our observations.

Very truly yours,

H. C. Ingle,
Division Engineer.

HCI:hl

cc to Mr. C. C. Kelley.

COPY

Portland, Oregon.
8/31/20.

16PA - Grading
File 20.

Mr. H. C. Ingle,
Division Engineer,
State Highway Commission,
The Dalles, Oregon.

Dear Sir:

We have your letter of the 30th, regarding grading operations from Culver North.

This matter was gone into very thoroughly with Mr. Kelley during our trip last Friday and our conclusions were contrary to that expressed in your letter. Will you please advise us if your instructions supercede Mr. Kelley's or if you have heard from Mr. Kelley since our visit.

Yours very truly,

OSKAR HUBER

By E. Currigan.

EJC-G

PR
39

State Highway Dep

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE No. D-1

August 27, 1920.

Mr. C. H. Purcell,
U. S. District Engineer,
Postoffice Building,
Portland, Oregon.

Dear Sir:

Herewith are triplicate copies of proposed agreement to cover Oregon project no. 39, for the signature of the Highway Department. You will observe that these copies have already been signed by the Secretary of Agriculture. After they are signed by the State Highway Department they should be returned and the copies will then be compared and distributed in the usual way with the copies of the certificate.

Very truly yours,

Chief Engineer.

Enclosures.

LSB-mg

August 27, 1920.

P. R. 39.

Mr. H. C. Ingle,
Division Engineer,
The Dalles, Oregon.

Dear Sir;

You will please discontinue the use of concrete pipe from the Bend factory until such time as suitable materials have been secured and inspected by your office prior to manufacture of pipe.

Respectfully,

State Highway Engineer.

HN;HI

August 27, 1920.

P. R. 39.

Mr. C. H. Knowles,
Concrete Pipe Company,
Bend, Oregon.

Dear Sir:

We are in receipt this date of a letter from the Bureau of Public Roads, requesting that the use of pipe manufactured at Bend be discontinued unless manufactured under our supervision and from materials which have previously passed inspection.

You will, therefore, please get in touch with our Division Engineer after having secured materials that will make a suitable pipe, and request that such necessary inspection be made before actual manufacture commenced.

Mr. Ingle, Division Engineer, has been notified that no further pipe will be used from the Bend plant until these orders have been complied with.

Respectfully,

State Highway Engineer.

HN:MI

cc H. C. Ingle

"PERMANENT AS THE PYRAMIDS"

CONCRETE PIPE COMPANY
OWNERS
CONCRETE PIPE WORKS
DRAIN TILE, MANHOLES, CULVERTS
SEWER AND WATER PIPE

NOTED
H.N.

RECEIVED
AUG 24 1920
[illegible] ENGINEER

PR 39

[illegible], Oregon.
Aug. [illegible], 1920.

Mr. Herbert Nunn, State Highway Engr.,
Salem, Ore.

Dear Mr. Nunn:

We are having some trouble here of late over the inspection and rejection of our Culverts.

Evidently due to some rough handling by the Contractors men, which, in these days of trouble in getting efficient labor for Highway work, cannot be avoided, and also probably partly due to some of the pipe being shipped too green, which also cannot be avoided if the work is to progress, some of the pipe sections have a poor rim, and are not really the kind of pipe we like to see put in the State work.

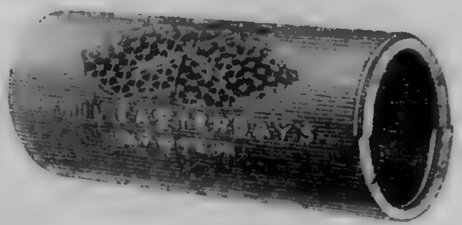
We are convinced, however, that nearly all of these rejected sections would, when installed and continuously wetted by the irrigation water, harden into perfect concrete, and be perfectly satisfactory. We are confirmed in this belief by Mr. Stebbins, ex State engr. in this section, and also by the U.S. [illegible] Engr., who lately inspected a shipment of culvert to Culver, which is to be installed on the Madras section of the Dalles-Calif. Highway.

Inasmuch as some of these rejected sections have already been hauled to the site, having been once inspected and passed at the point of unloading, and later rejected after hauling, we [illegible] the Contractor forced to haul these rejected sections [illegible], [illegible], [illegible] pipe is [illegible].

We, therefore, wish to make the following proposition: We will give to the State a [illegible] year guarantee backed by a bond if necessary, covering our culverts,

"PERMANENT AS THE PYRAMIDS"

CONCRETE PIPE COMPANY
OWNERS
CONCRETE PIPE WORKS
DRAIN TILE, MANHOLES, CULVERTS
SEWER AND WATER PIPE



and agree to replace or repair at our sole expense, any culvert that may fail due to any cause that may be attributable to faulty concrete. We would wish, however, to personally inspect the pipe laid under this guarantee at the time of laying, and in such case, would be willing to assume entire responsibility.

I believe this proposition would be more than adequate to protect the State, and we would certainly not make it if we were not convinced beyond doubt that the pipe is O. K.

If this meets with your approval, will you kindly notify your Mr. Newland, and also Mr. [illegible] and ourselves, as Mr. [illegible] is desirous of proceeding at once with the culvert installations.

I might say also that this plan was submitted to Mr. Newland and he said that he believed it would be satisfactory.

Trusting that you will give this matter your favorable consideration, and that we may be so notified at an early date, we are

Very respectfully,

CONCRETE PIPE COMPANY,

By C. H. Knowles.

NOTED
H.N.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore.F.A.39.

POST OFFICE BUILDING,
PORTLAND, OREG.

August 26, 1920.

State Highway Commission,
Salem,
Ore.

Dear Sirs:-

The reports of tests of materials used in concrete culvert pipe on Oregon Federal Aid projects Nos. 39 and 43, requested by our letter of June 15th, have been received.

These reports confirm the unfavorable opinions as to the quality of this pipe expressed in the inspection reports of our engineers, and the use of any of the pipe from the Bend factory on Federal Aid projects cannot be approved, until material is secured at the factory suitable for use in pipe. It is requested that any pipe which the plant may hereafter manufacture be made under the supervision of an inspector, and that each pipe be marked with date of manufacture and initials of your inspector. This will prevent any possibility of any of the defective pipe heretofore manufactured from again appearing on the work.

Yours very truly,

C L McKesson
Acting District Engineer.

Redmond, Oregon.
Aug. 19, 1920.

Oskar Huber Co.,
Sherlock Bldg.,
Portland, Oregon.

Dear Sir;

I find upon inspection of the surfacing work of the Madras-Deschutes County Line Section of the Dalles-California Highway, that the size of crushed rock being spread at this time is not in conformance with requirements under the specifications.

Specifications under this contract call for a maximum size of one and one half inches (1½") . In the material now being placed is a considerable portion of material that exceeds two inches in size, and some as much as four inches in one dimension.

I have therefore ordered that no more material be delivered from the crusher for use on this work until they have made thenecessary alterations to produce the proper sizing of rock. It will doubtless be necessary to make use of the screen which is now being used at the present time.

I also find that some undesirable material is being quarried and used from the west portion of the pit. I have requested that the quarry operations be swung to the easterly portion of the quarry in order to secure material that will meet with requirements.

Respectfully yours,

cc. Mr. Nunn. ✓
R.I.Newland.

Copy to Mr. Kelley

14PA - Finishing.
File 25.

The Dalles, Ore., Aug. 17, 1920.

Mr. R. P. Howland, Res. Engr.,
State Highway Department,
Redmond, Oregon.

AUG 19 1920

Dear Sir:

Replying to your letter of the 4th inst. concerning method of spreading surfacing materials on the Madras-Deschutes County Line Section, I wish to advise that the contractors cannot expect to do proper spreading from the trucks, as you have indicated they are attempting to do. On all surfacing work of this nature which I have observed being done in the State, the most economical and satisfactory method of spreading is by means of the light blade machine handled by one man and team, or by two men and team. It is impossible to make a uniform spread by anyother means than by some such equipment, and it will prove an advantage to the contractor to have such a machine on the job.

Mr. Stebbins advised me that such a blade machine was being obtained by them, and if they have not already secured this you will see that they do not place any more material on the work until they have secured such equipment.

It was my observation when on the work that a great deal of the surface material was being ground into the subgrade, and in order to avoid that it will be necessary to have the blade machine cover the length of a road over which haul is being made at least once a day in order to keep ruts properly filled and to prevent the bringing up of dust from the subgrade to intermix with the crushed rock surface.

You will find development of faults which can be corrected by yourself, and as provided for in the contract, you can instruct the man in charge of this work to take any steps necessary for giving a satisfactory surface to the road.

I hope to visit you on the ground within the next day or two and discuss the matter further with you.

Very truly yours,

H. C. Ingle,
Division Engineer.

HCI:kl

cc Mr. C. C. Kelley.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

June 21, 1920.

Engineering - Post Roads,
Oregon F A. 39:

State Highway Commission,
Salem,
Oregon.

Gentlemen:

The following from a recent inspection report of Oregon Federal Aid Project No. 39 will doubtless be of interest to you:

> "The grade changes requested by this Bureau, some of which were objected to by the State's engineers on the grounds of greatly increased cost, were gone over on the ground and discussed in detail with H.C.Ingles, District Engineer, and Mr. Newlin, the Resident Engineer. It was found that most of the seemingly large increase in cost, as shown by their comparative estimates, was due to the manner in which the difference in cost was computed. They had eliminated all grader work within the limits of the proposed changes, substituting common excavation and borrow at a greater unit cost. This made the desired changes appear prohibitive as to cost, while as a matter of fact it will only be necessary in most cases to go over the grade after having been shaped up by the blade machines, cut down the remaining humps with teams and fresnos, and raise the adjacent low places with this material. It was agreed that this plan would be followed so far as possible, and all the desired grade changes made substantially as previously outlined."

Yours very truly,

C H Purcell
District Engineer.

Noted
SAB

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads.
Oregon F.A. 39.

POST-OFFICE BUILDING
PORTLAND, OREGON

June 5, 1920.

NOTED
H.N.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Referring to Oregon Federal Aid Project No. 39.

We are enclosing a copy of a letter received by us from your division office at The Dalles.

We have checked up the additional work using the plans on file and from these it appears that the estimated cost of these changes as given in the letter are absurdly high and entirely out of proportion to the work involved. Next week one of our engineers will check up these figures on the ground and make a detailed report on these revisions.

The suggestion in the first paragraph on the second page of the letter, that the project will have to be shortened if these changes are made, is probably incorrect and is not borne out by the showing of funds available submitted with the project statement.

We will write you further after the next inspection.

Yours very truly,

C. L. McKenna

Acting District Engineer,

(1 Encs.)

Noted
SHP

(COPY)

JUN 7 1920

OREGON STATE HIGHWAY COMMISSION
Salem

The Dalles, Oregon, May 24, 1920.

Bureau of Public Roads,
Postoffice Bldg.,
Portland, Oregon.

Attention, Mr. McKesson.

Gentlemen:

Referring to letter of April 5th from your office concerning grade changes to be made on Oregon Post Road F. A. 39, I wish to advise the following:

I find that in order to make all the changes suggested, an estimated additional cost on the project of $6,347.00 will be required. I have looked the additional changes over and find that on five different points the changes desired cause additional expense which seem to be somewhat unwarranted. For your information I am enclosing detail of estimate of the costs of the revisions on the various sections.

You will note that from Sta. 480+50 to 491+00 there is a difference in cost of $898.20. The change here would only be necessary to remove a slight roll in the grade, which offers no danger to traffic, it being on tangent, and not sufficiently great to cause blinding from headlights, which would be the only objection.

Station 589 to 596 involves an additional cost of $385.00. At this point we can make a change less than originally planned and retain the work as Grader Work, avoiding the greater cut as outlined by you.

Station 872 to 879+50 the undulations of the grade line are not at all extreme, and if we can make maximum cuts as Grader Work and avoid a change to a yardage basis it will relieve us of additional cost of $1,957.00.

From Station 906 to 919 we can eliminate most of the undulations by deepening our grader cuts. This will avoid the additional cost on the yardage basis of $389.00.

Station 1000+50 to 1019+00 we can better our grade line materially and achieve the result desired by you and still keep within limits of Grader Work.

The other sections upon which grade changes were desired by you we will make on the ground. These in themselves will make an additional cost of $2585.29, as against $6347.89 if all changes originally outlined are conformed with.

I wish to request that you look these matters over and if you find it reasonable, that you allow grade line to remain as originally laid, with modifications which will permit of Grader Work being done. The matter of funds on this piece of work is in such shape that any increase in cost will have to be compensated for by shortening our improvement, and it is earnestly desired that this cost be avoided.

I had hoped to take this matter up with you on the ground. I presume, however, that you went over the matter closely with Mr. Newland, and are familiar with the conditions and the added expense that would be involved.

Will be pleased to hear your findings in the matter.

Yours very truly,

C. C. KELLEY,
Division Engineer.

(Signed) By H. C. Ingle.

State Highway Job 16-
Post Road Project No.

REVISION OF ESTIMATE

	Original Estimate	Final Estimate
Grade Change, "L" 151-50 to "L" 195-00.		
4150 Lin.Ft. Grader work - $700.00 per Mi.	$ 550.18	
224 Cu.Yds. Rock Excavation - $2.60	582.40	
432 Cu.Yds. Rock Excavation - $2.60		$ 1123.20
2488 Cu.Yds. Earth excavation - $0.65		1617.20
Total - - -	1132.58	2740.40
Grade Change "L" 420-00 to "L" 426-50.		
650 Lin.Ft. Grader work - $700.00	86.20	
712 Cu.Yds. Common Excavation - $0.65		462.80
Grade Change "L" 480-50 to "L" 491-00.		
1050 Lin.Ft. Grader work - $700.00	139.20	
1596 Cu.Yds. Common excavation - $0.65		1037.40
Grade Change, "L" 499-00 to "L" 506-50.		
262 Cu.Yds. Common excavation - $0.65	170.30	
250 Lin.Ft. Grader work - $700.00	33.15	
926 Cu.Yds. Common excavation - $0.65		601.90
Total - - -	203.45	601.90
Grade Change, "L" 589-50 to "L" 596-00.		
650 Ft. Grader work - $700.00	86.18	
726 Cu.Yds. Common excavation - $0.65		471.90
Grade Change, "L" 872-00 to "L" 899-50.		
2750 Lin.Ft. Grader work - $700.00.	364.58	
3573 Cu.Yds. Common excavation - $0.65		2322.45
Grade Change, "L" 906-00 to "L" 919-00.		
1270 Lin.Ft. Grader work - $700.00	168.37	
858 Cu.Yds. Common excavation - $0.65		557.70
Grade Change, "L" 1000-50 to 1019-00.		
1950 Lin.Ft. Grader work - $700.00	258.52	
600 Cu.Yds. Earth excavation - $0.65		390.00
Grade Change, "L" 1049-50 to "L" 1056-00.		
650 Lin.Ft. Grader work - $700.00	86.18	
444 Cu.Yds. Common excavation - $0.65		288.60
TOTAL ALL CHANGES - - - - - - -	$2,525.26	$8,873.15
ADDITIONAL FUNDS NEEDED - - - -	6,347.89	
	$8,873.15	$8,873.15

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR
39

16PA - P.R. No. 39, Grade Revisions.

The Dalles, Ore., May 8, 1920.

MAY 10 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I took up with Mr. McKesson, of the Bureau of Public Roads, the matter of grade changes on the Madras-Deschutes County Line Section of The Dalles-California Highway, and revisions covering all the sections mentioned in Mr. Purcell's letter to you, dated April 5th, File Engineering, Post Roads, Oregon FA 39, were ~~here Monday, and all revisions~~ made to conform to the wishes of the Federal Aid People.

While the grade revisions were not worked out in detail, the tentative grade line was outlined as follows:

Station 151+50, Elev. 2847; plus 2.25% to Sta. 155+50, Elev. 2856; level to Sta. 172, elev. 2856; minus 1.8 % to Sta. 174, Elev. 2852.4; level to Sta. 177, Elev. 2852.4; ?% to Sta. 180+50, Elev. 2856.6; level to Sta. 195, Elev. 2856.6.

Sta. 420+50, Elev. 2882; level to Sta. 425+40, Elev. 2882.

Sta. 480+70, Elev. 2742; minus ?% to Sta. 491, Elev. 2710.

Sta. 500, Elev. 2686; level to Sta. 505+?, Elev. 2686.

Sta. 589+50, Elev. 2643; plus ?% to Sta. 595+75?, Elev. 2657?.

Sta. 872, Elev. 2525; minus ?% to Sta. 879+25?; plus ?% to Sta. 884, Elev. 2520; minus ?% to Sta. 888+50, Elev. 2516; minus ?% to Sta. 892+50, Elev. 2514; minus 5% to Sta. 896+55?, Elev. 2499, 300' Vertical Curve; minus ?% to Sta. 899+50?, Elev. 2497.

HERBERT NUNN
STATE HIGHWAY ENGINEER

REGON STATE HIGHWAY COMMISSION
SALEM

Sta. 906, Elev. 2500; plus ?% to Sta. 908+50, Elev. 2508; plus ?% to Sta. 913+90?, Elev. 2514; minus ?% to Sta. 918+60, Elev. 2508; minus 5% ahead.

Sta. 1000+50, Elev. 2348.5; minus ?% to Sta. 1006+50, Elev. 2334; minus ?% to Sta. 1013; Elev. 2325.5; minus .58% to Sta. 1049, Elev. 2322.

Sta. 1049+50, Elev. 2271; minus ?% to Sta. 1056, Elev. 2255.5; minus 0.875% ahead.

These grades were hurridly worked up, and the Resident Engineer in the field will work them out more in detail, to take advantage of any topographical features not apparent from an inspection of the plans.

Respectfully,

Noted
[illegible]

C.C.Kelley
C. C. Kelley,
Division Engineer.

CCK:kl

cc Bureau of Public Roads, Attention Mr. McKesson.
cc Mr. R. P. Newland.

Co

307

March 29, 1920.

Mr. C. H. Purcell, District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

Under separate cover we are sending you prints showing certain revisions which have been found necessary on the Big Eddy overcrossing on Oregon Federal Aid Project No. 37.

The structural features of the bridge are exactly the same as before, the change being in the substitution of an abutment at one end in place of the columns previously shown.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Bridge Engineer.

LR:VG

RESIDENT ENGINEER

COPY

Madras-Deschutes County
Madras-Wasco
Dalles-California
Jefferson

March 28th., 1920
March 21 March 28
16-PA 16-VB

3

Madras
Box 201, Madras.

Week until Friday spent in taking and plotting cross sections covering all territory from Juniper Buttes to Metolius.

Saturday morning walked down Dry Creek canyon to Oregon Trunk R.R. Dry Creek heads in the vicinity of Metolius and bears due north to the junction with Willow Creek canyon about 1½ or 2 miles above its junction with the Deschutes. This would have been the logical route to have connected the highway with the Oregon Trunk right of way on account of the saving in distance. Grading would be comparatively light with the exception of about a mile of steep side hill work.

Saturday afternoon made an estimate of the work necessary to remodel the Oregon Trunk grade, going from Madras as far as Mile Post 107. Very little work will be necessary to make the R.R. grade over for a good highway. The width of the present grade will average about 20 feet. I would not consider it advisable to widen the cuts as there is plenty of room for a roadway and the drainage ditches in most of them are almost unneccessary. However I am making the estimate for the standard roadway.

The cost of remodelling the road bed, and surfacing with a binder course only, will probably figure about fifteen thousand per mile, this to include guard fences and single track detours around concrete tunnels.

MA[illegible] 1920

RESIDENT ENGINEER

April 16, 1920.
File: P.R. No. 39

Mr. C.C. Kelley,
The Dalles, Oregon.

Dear Sir:

We have your letter of April 14th referring to the matter of grade changes recommended by the Bureau of Public Roads in connection with the Madras-Deschutes County Line Project. It is not entirely clear from this letter whether or not you are taking this matter up with the Bureau of Public Roads as requested in our letter of April 6th. If you are not, kindly advise at once, as an agreement must be reached in this matter.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

B-1

April 8, 1920.

Mr. C. H. Purcell,
District Engineer,
Postoffice Building,
Portland, Oregon.

Dear Sir:

On April 7, 1920, the Secretary of Agriculture approved Oregon project statement No. 59, involving the improvement of 17.5 miles of the Deschutes County Line-Madras Section of the Dalles-California Highway in Jefferson County, at an estimated cost of $179,057.89, and on which federal aid is requested to the extent of $89,528.94.

Very truly yours,

Noted
JWS

Chief Engineer.

leb-lba.

April 6, 1920.

File; P.R. no. 39

Mr. R.P. Newland,
Box 201,
Madras, Oregon.

Dear Sir;

On your March payroll, you show a part of your time charged against Market Roads but without job prefixes. As it is necessary that we have separate costs upon each and every Market Road Survey, we would suggest that you request through Mr. Kelley job prefixes for whatever Market Road Surveys are to be made under your direction. Also, please advise as to the particular Market Road Surveys upon which you were engaged during the month of February giving ~~together with~~ such information as may be necessary to enable us to make the proper cost distribution.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

C.C. to C.C.Kelley

April 14, 1920.

File; P.R. No. 39

Mr. C.C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

We are sending you herewith a copy of a letter received from the Bureau of Public Roads recommending certain changes in the grade line as shown on our plans for the Madras-Deschutes County Line Section of The-Dalles-California Highway. Due to the fact that we are not familiar with the conditions in the field, at the several points mentioned, we would request that you make an investigation of the particular points referred to and address a letter to Mr. Purcell with a view to effecting an adjustment of this matter. Please send a copy of your letter to this office.

Your attention is called to the statement in their letter that further action on the Project will be deferred until they have our views as regard the proposed revisions.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MN

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads.
Oregon F.A.39.

April 5, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

The plans for Oregon Federal Aid Project No. 39 have been reviewed and an inspection made of the project with plans in hand.

At quite a number of points the grades appear to be unnecessarily broken, in most cases without any appreciable saving in cost being effected. Attention is called to the following places:

Sta. 156+50
169 - 172
180 - 182+50
420 - 425
484 - 491
499 - 506
554 - 595
874 - 890
895 - 900
904 - 914
1000 - 1008+50
1050 - 1057.

A considerable portion of this project is planned as grader work and this work was awarded at a very low figure. On the sections which may be properly considered for grader work there are a number of places where it would appear that the grades might be bettered even where done as grader work. The stations referred to are,-

Sta. 515 - 540
750 - 762
800 - 810
961 - 979
1021/50 - 1026
1044 - 1048.

Grading and surfacing on every project, in order to render it eligible for Federal Aid, must constitute a substantial improvement. To shape a road up with a blade and then to apply a gravel surfacing without attempting to secure permanent grades and good alignment would be to expend Federal and State money on an improvement which could not in such a case as this be considered a substantial improvement. On the other hand, grading and gravelling can reasonably be considered a permanent improvement where the alignment is carefully considered and brought up to the present high requirements of highway location and where grades are established which of themselves constitute a substantial improvement. These grades should be such that, when a higher type of surfacing replaces the present temporary surfacing, the roadway can be so improved without changing the grades now being established. We believe that these short choppy sections of grade should be straightened out now while it can be done with little or no added expense rather than later after gravel surfacing has been placed and compacted under traffic.

Further action will be deferred until we have your views as to the proposed revisions.

Yours very truly,

C H Purcell

District Engineer,

ANSWERED
S. H. Probert

Matter referred to Kelly
SHP

April 5, 1920

Subject: Contracts.

PR 39

Mr. Oskar Huber,
227 Sherlock Building,
Portland, Oregon.

Dear Sir:

I am handing you herewith four copies of the contract for the construction of 17.44 miles of grading and surfacing on the Deschutes County Line-Madras Section of the Dalles-California Highway in Jefferson County.

Please sign the contract and execute the bond on all four copies of the contract and return to this office for the approval of the State Highway Engineer, after which one copy will be returned to you for your files and one copy to the surety company furnishing the bond.

I am also sending you herewith contracts for the construction of bridge No. 527 in Prineville which should be signed and bond executed as on above contracts.

Yours truly,

Secretary.

RAK:IM

April 3, 1920.
File P.R. No. 39

Mr. C.H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith, we are enclosing five copies of estimate as basis for Project Agreement on the Deschutes County Line-Madras Section of The Dalles-California Line Highway in Jefferson County.

We are also enclosing standard specifications for rolling and sprinkling on this work. Please substitute this for the clause which was shown on the standard special provisions sent you before. Inasmuch as this rolling and sprinkling is on a force account basis or done by State forces, this clause has not been inserted in the contracts on the job. Your recommendations were received ~~just~~ after the work had been awarded, and of course, we would have no authority for inserting this in the contract as long as the same clause was not given to the contractor in the proposal.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JWD-M

April 3, 1920.
File: P.R. No. 39

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith, we are enclosing five copies of estimate as basis for Project Agreement on the Deschutes County Line-Madras Section of The Dalles-California Line Highway in Jefferson County.

We are also enclosing standard specifications for rolling and sprinkling on this work. Please substitute this for the clause which was shown on the standard special provisions sent you before. Inasmuch as this rolling and sprinkling is on a force account basis or done by State forces, this clause has not been inserted in the contracts on the job. Your recommendations were received ~~just~~ after the work had been awarded, and of course, we would have no authority for inserting this in the contract as long as the same clause was not given to the contractor in the proposal.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JWD-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

FEDERAL AID PROJECT # 39

GRADING AND MACADAMIZING, DESCHUTES COUNTY LINE-MADRAS SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY

(Estimate as basis for Project Agreement Based on Contract Prices)

17.44 Miles

Salem, Oregon, April 3, 1920

Quantity -		Item	Unit Price	Amount
All Required		Clearing & Grubbing (60' R. of W.		$ 800.00
13,520	Cu. Yds.	Common Excavation	$ .65	8,788.00
1,700	"	Solid Rock Excavation	2.60	4,420.00
3,700	"	Overhaul per 100 ft.	.08	296.00
960	Lin. Ft.	12" Culvert Pipe	2.00	1,920.00
62	"	18" Culvert Pipe	3.25	201.50
104	"	24" Culvert Pipe	4.50	468.00
3	Cu. Yds.	Class "B" Concrete	33.00	99.00
46	"	Class "C" Concrete	25.00	11,150.00
16	"	Rubble Masonry	17.50	280.00
15.02	Miles	Grader work	700.00	10,514.00
26,250	Cu. Yds.	Broken Stone Surfacing	4.75	124,687.50
17.44	Miles	Sprinkling & Rolling Surfacing	250.00	4,360.00
As Required		Raising Wood Overhead to Grade (Sta. 901/60)	Extra Work	200.00
		Sub-total		$ 158,184.00
		10% Engr. & Contg.		15,818.40
		Total		$ 174,002.40

Length of Project 17.44 Miles
Cost per Mile $9,978.14

State Funds Available	$37,001.20
County Funds Available	50,000.00
Federal Aid Requested	87,001.20
Total	$ 174,002.40

Signed:

J.W.D'Souza
Asst. Office Engineer.

JWD

OREGON

ROLLING AND SPRINKLING.

When in the opinion of the Engineer it is necessary, rolling and sprinkling of the gravel surfacing, placed as hereinbefore specified, shall be done as extra work or by State forces as force account work and in the following manner:

After the gravel has been spread it shall be sprinkled with sufficient water to thoroughly wet it without applying enough to soften the subgrade. It shall then be rolled with a three wheeled roller weighing not less than ten tons. Rolling shall begin at the edge of the roadway, one rear wheel overlapping the shoulder. On each trip the rear wheel of the roller shall overlap its last course. Rolling shall continue in this way until the center of the roadway is reached. It shall then be started on the other edge and again carried to the center in the same way.

If any irregularities or unevenness develops during this rolling, the surface shall be harrowed and dragged and sprinkling and rolling shall be continued as above described until an even and thoroughly compacted surface is obtained.

The estimated cost of the rolling and sprinkling as above described is $250 per mile of finished surfacing.

PR39

Madras-Deschutes County Line

The Dalles-California
Jefferson

Madras
Box 201 Madras, Ore.

March 28, 1920
March 21st March 28th.
16 PA. 16 VB

3

RECEIVED
MAR 31 1920

Week until Friday spent in taking and plotting cross sections, covering all territory from Juniper Buttes to Metolius.

Saturday morning walked down Dry Creek Canyon to Oregon Trunk R.R. Dry creek heads in the vicinity of Metolius and bears due north to the junction with the Willow creek canyon about 1½ or 2 miles above its junction with the Deschutes . This would have been the logical route to have connected the Highway with the Oregon Trunk right of way on account of the saving in distance. Grading would be comparatively light with the exception of about a mile of steep hill side work.

Saturday afternoon made an estimate of work necessary to remodel the Oregon Trunk grade, going from Madras as far as Mile Posr 107. Very little work would be necessary to make the R.R. grade over for a good highway. The width of the present grade will average about 20 feet. I would not consider it advisable to widen the cuts as there is plenty of room for a roadway and the drainage ditches in most of them are almost unneccessary. However I am making the estimate for a standard roadbed. The cost of remodeling the roadbed and surfacing with a binder course only will probably figure about fifteen thousand per mile, this to include guard fences and single track [illegible] around concrete tunnels.

NOTED
C. C. KELLEY

RESIDENT ENGINEER

Form 39

p R
39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Madras -Deschutes County Line Date March 28, 1920

Week from March 21st to March 28th.

Highway The Dalles-California Job Prefixes 16 PA. 16 VB
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Jefferson

Survey will be completed about Number in party 3

Camp location Madras

Mail address Box 201 Madras, Ore.

(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MAR 31 1920

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Week until Friday spent in taking and plotting cross sections, covering all territory from Juniper Buttes to Metolius.

Saturday morning walked down Dry Creek Canyon to Oregon Trunk R.R. Dry creek heads in the vicinity of Metolius and bears due north to the junction with the Willow creek canyon about 1½ or 2 miles above its junction with the Deschutes. This would have been the logical route to have connected the Highway with the Oregon Trunk right of way on account of the saving in distance. Grading would be comparatively light with the exception of about a mile of steep hill side work.

Saturday afternoon made an estimate of work necessary to remodel the Oregon Trunk grade, going from Madras as far as Mile Posr 107. Very little work would be necessary to make the R.R. grade over for a good highway. The width of the present grade will average about 20 feet. I would not consider it advisable to widen the cuts as there is plenty of room for a roadway and the drainage ditches in most of them are almost unneccessary. However I am making the estimate for a standard roadbed. The cost of remodeling the roadbed and surfacing with a binder course only will probably figure about fifteen thousand per mile, this to include guard fences and single track detours around concrete tunnels.

Signed R P Hansford

Title RESIDENT ENGINEER

March 25, 1920.

File: P.R. No. 39

Mr. C.C.Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

I have been informed that you were somewhat dissatisfied with the classification as shown upon our plans for the Madras-Deschutes County Line Section, and that you refer to an estimate submitted to this office, which estimate showed a different classification, as a basis for assuming that an error was made in this office in showing the classification as we did.

In order to avoid a similar circumstance in any future projects that may come up, I want to state that unless we receive information to the contrary, we must assume that the classification shown upon the detailed plans submitted from the field is correct. During the course of any project through this office, we usually receive anywhere from three to five or more estimates of cost upon which quantities and classification are shown. These estimates are probably all based upon the best information immediately available to the Engineer making the estimate, but for various reasons, estimates for the same job differ very widely, and you will readily see that it would be neither practicable nor desirable for us to substitute any one of these estimates for the estimate as shown in the profile summary unless we are specifically instructed to do so.

In connection with Federal Aid Projects, it is further necessary that we be provided with such detailed information as will enable us to fully support in the plans, the change of estimate desired. In this case of classification, this would require only the changed classification in each mile, but in the case of quantities, further detail would be required.

As for the Madras-Deschutes County Line Estimate, if you will refer to the summary on the profile submitted, you will find that we included in our quantity estimate all of the solid rock shown there, except that in miles one, two and three.

For the part of mile three which is included in the present project, we classified all excavation quantities as solid rock. We had no information to support a higher classification.

I am very sorry that this occurred, but I do not feel that the blame should be placed at this end. Classification should be made before the detail plans are sent in, and if any changes are later decided upon by the field engineer, our attention should be specifically directed to them, and the matter not left for us to pick up by comparing our summary sheets with cost estimates, which may or not have been prepared from accurate information or from quantities supported by the plans.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 39.

POST-OFFICE BUILDING
PORTLAND, OREGON

March 17, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Some time ago we sent you two copies of the Project Statement for Oregon Federal Aid Project No. 39 to be signed by the three members of the State Highway Commission. These copies were received from you recently, but we find that one of these copies was not signed by Mr. Benson, Chairman of the Commission. We are returning this copy for his signature.

We are also enclosing an additional fifth sheet of the Project Statement. If convenient, we would be pleased to have this signed by all three members of the Commission, in order that we may substitute it for the unsigned last page of the original copy of the Project Statement now on file in this office, which copy was not signed by any of the members of the Commission.

Our Washington office has requested us to forward to them signed, the original copy of the Project Statement and one carbon copy. As the matter now stands, we have one carbon copy signed by all three members; one carbon copy signed by two members, and the original copy unsigned.

If you cannot obtain the signature of the three members of the Commission on the sheet enclosed without considerable delay, please secure the signature of Mr. Benson on the last page of the carbon copy of the Project Statement, and we will forward it to Washington rather than to hold up the project.

Yours very truly,

J.A. Elliott

Acting District Engineer,

(Enclosures.)

Form 39

PR 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Madras-Deschutes Section

Date March 7th, 1920

Week from March 1st to March 7th.

Highway Dalles-California

Job Prefixes 16 PA

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Jefferson.

Survey will be completed about

Number in party 3

Camp location Madras

Mail address Madras Box 201

(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Ran center line, took center line levels and cross sectioned from Sta 210 to Sta. 255, also ran center line from Sta. 351 to Sta. 375.

About two inches of snow fell on the 2d. Party in the office on the 2d. and 3d. on account of heavy roads.

Sunday. Drove to the County line on the Shaniko road and walked up Cow Canyon. Examined direct route from Lyle Gap to Madras.

NOTED
C. C. KELLEY

Signed R. P. Hanford

Title RESIDENT ENGINEER

39

March 1, 1920.

File: P. R. No. 39

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are today sending to you under separate cover the project plans for Federal Aid Project No. 39, and we are enclosing herewith our detailed estimate of the quantities and costs together with the special provisions which we desire to use supplementary to our standard specifications.

We are planning to call for bids upon this work at once, the bids to be received on March 23d. We would therefore be pleased to have you make an early inspection of the plans and of the field conditions, in order that any changes which you may wish to recommend may be incorporated in the plans before the contract is awarded.

After the award of the contract, we will submit a detailed estimate based upon contract prices to be used as the basis for the project agreement.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

Noted CHP

STATE HIGHWAY DEPARTMENT FEDERAL AID PROJECT NO. 39

GRADING AND MACADAMIZING, DESCHUTES COUNTY LINE-MADRAS SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY.

Detailed Estimate Submitted with Plans
(Not to be used as basis for Project Agreement)

17.44 Miles Salem, Oregon, February 25, 1920.

Quantities	Items	Unit Prices	Amounts
All Required	Clearing and Grubbing (60' R of W)		$ 500.00
13,520 cu. yds	Common Excavation	$ .75	10,140 00
1,700 "	Solid Rock Excavation	3.40	5,780 00
3,700 "	Overhaul	05	185 00
15.02 miles	Grader Work	1,000.00	15,020 00
960 Lin. ft.	12" Culvert Pipe	2.00	1,920 00
62 "	18" " "	3.00	186 00
104 "	24" " "	4.25	442 00
3 cu. yds.	Class "B" Concrete	32.00	96 00
46 "	Class "C" Concrete	30.00	1,380 00
16 "	Rubble Masonry	17.00	272 00
26,250 "	Broken Stone Surfacing	4.30	112,875 00
As Required	Sprinkling and Rolling Surfacing(Extra Work)		4,375 00
As Required	Raising Wood Overhead to Grade (Station 901 plus 60)	(Extra Work)	200 00
	Sub-total		$ 153,371 00
	10% for Engineering & Contingencies		15,337 10
	Total		$ 168,708 10

Length of Project - 17.44 Miles	
Estimated Cost per Mile	$ 9,673.63
Federal Aid Requested	$84,354.05
County Funds Appropriated	50,000.00
State Funds Available	34,354.05
	$ 168,708.10

Signed Herbert Nunn
State Highway Engineer

h.

Department Oregon Federal Aid Project No. 39

GRADING AND MACADAMIZING, DESCHUTES COUNTY LINE - MADRAS SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY

SPECIAL PROVISIONS

Salem, Oregon.
February 25, 1920.

TWO CLASSIFICATION BASIS:

Excavation will be classified under two heads, viz: Common Excavation and Solid Rock Excavation.

Solid Rock Excavation shall include only ledge rock in place which cannot be excavated without drilling and blasting, and boulders having a volume greater than one-half cubic yard. This specification shall in no case be interpreted as including solid rock, shall rock, or other material of rock nature or otherwise, which in the judgment of the Engineer may be loosened with a pick, although blasting may be resorted to in order to expedite the work.

Common Excavation shall include all material other than solid rock.

GRADER WORK:

Sections indicated on the profile as "Grader Work" or as "New Grader Work" shall be graded in accordance with the cross-section indicated on the plans as the "Grader Section". The finished grade shall bear to the profile grade as shown on the plans, the relation indicated in the "Grader Section" referred to, except that the Engineer may at his discretion make grade changes to more nearly balance the excavation and embankment quantities.

Any loose rock, stones, or boulders which may be dragged to the surface or which may protrude above the neat line of the cross-section shall be removed from the roadbed and placed along the edge of the right-of-way.

If additional material, outside of the lines of the typical grader section, is required to bring the crown of the roadbed to the grade line as shown on the plans or as established by the Engineer, such material shall be obtained by uniformly increasing the width of the section as the Engineer may direct.

Payment for the grading of all sections indicated on the plans as "Grader Work" or as "New Grader Work" will be paid for on a per mile basis at the unit price bid on the item, "Grader Work". No excavation or embankment within these sections of line shall be paid for as excavation on the yardage basis or allowed for as extra work.

BROKEN STONE SURFACING

WIDTH AND THICKNESS:

Broken Stone Surfacing shall be constructed fourteen (14) feet in width and with an average thickness of six (6) inches, loose.

PREPARATION OF SUBGRADE:

The subgrade shall be brought to a uniform and even cross-section grade and shall be trenched to a depth of six (6) inches and to a width of fourteen (14) feet to receive the broken stone surfacing.

QUALITY AND SIZES OF MATERIALS:

Suitable rock for this work is obtainable from lava rock ledges in the vicinity of Madras and Metolius, from Red Ryolite ledges near the summit of the divide between Haystack and Juniper Buttes, from Red Ryolite ledges near mile post 5.3, and from a mountain of talus of basalt at mile post 91 on the Oregon Trunk Railway four miles north of Mecca Station. Materials of equal quality from any other source may, with the approval of the Engineer, be accepted. Only the best quality of material obtainable from each source, approved by the Engineer, will be allowed to be used, and the Engineer will have the right to refuse payment for any materials delivered upon the work which in his opinion do not qualify under this clause.

The contractor will be required to furnish and develop all quarries at his own expense.

The material used in the construction of broken stone surfacing shall be well graded crusher-run material having a maximum size of one and one-half($1\frac{1}{2}$) inches.

SPREADING AND COMPACTING:

Surfacing materials shall be spread uniformly and to such thickness as the Engineer may direct; the general procedure being to place a five (5) inch lift of material and to haul over same with trucks, and to drag same when directed by the Engineer, keeping the ruts that may develop filled, and before hauling operations are finished to spread a light lift of material in such manner as will bring the surface to a true, uniform, and well drained section as indicated in the plans.

Surfacing shall be carried on simultaneously with "Grading" and "Grader Work" and in no instance, where the work to be done is along existing roads, shall the grading be more than 1/4 mile in advance of the surfacing. The Engineer may, at his discretion, suspend grading operations until the surfacing operations can be brought up, or transfer grading forces to portions of the work which are off the existing roads.

ROLLING AND SPRINKLING:

Any rolling or sprinkling that may be ordered by the Engineer shall be done in accordance with the instructions of the Engineer, and shall be paid for as "Extra Work" as specified on pages 11 and 12 of the Standard Specifications.

FINISHING SHOULDERS:

After the surfacing has been placed and compacted, the earth shoulders shall be leveled down and the entire roadbed trimmed up so as to provide a uniformily crowned and well drained cross-section as indicated in the plans. Any loose rock, stones or boulders which may be dragged to the surface or made to protrude by this operation, shall be removed from the roadbed and placed along the edge of the right-of-way.

MEASUREMENT AND PAYMENT:

The quantities to be paid for under the item "Broken Stone Surfacing" shall be the number of cubic yards, loose measure, of broken stone furnished, delivered and incorporated in the work. The unit price bid shall include the preparation of subgrade, the furnishing, hauling, spreading and compacting of the broken stone, the trimming and finishing shoulders, and all other work involved in the construction of the finished broken stone surface at the grade and to the cross-section indicated on the plans, and in accordance with these specifications, except that any rolling or sprinkling that may be required will be paid for as extra work as specified.

State Oregon

Project No. [illegible]
(Not to be filled in)

Form P R 1. 1
Bureau of Public Roads.
U. S. Dept. of Agr.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

(Date) February 16, 192

THE SECRETARY OF AGRICULTURE,
Washington, D. C.

Sir:

The State of Oregon pursuant to the provisions of the Act of Congress, approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post-roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post-road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Act, Chapter 173, Laws of 1917.

(Cite statutes and resolutions or orders giving Highway Department jurisdiction)

, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road Deschutes Co. Line-Madras Section of The Dalles-California Hwy.
2. Located between Deschutes Co. Line and Madras County of Jefferson
3. Points of beginning and ending Begins approx. 2 miles north of the Deschutes-Jefferson County Line and ends at intersection of "B" and 5th Streets in Madras
4. Length in miles (gross) 17.5 (net) 17.5

Note.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

5. Miles of project used as post route 6.0; miles not used as post route 11.5

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

From the project statement map attached hereto, it will be noted that all but about 4.5 miles of the 11.5 miles not now used as a post route form connecting links between post routes.

Prospects of irrigation in the near future make it very probable that more intensive agricultural development will make necessary the establishment of post routes over all of those sections not now covered.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Is a part of one of the primary state highways. Carries an increasingly heavy through traffic.

11. Improved roads adjacent or contiguous and type of each None

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (a) trucks 1, (b) passenger motor vehicles 15, and (c) horse-drawn vehicles 1

13. Local traffic, approximate average daily number of (a) trucks 10, (b) passenger motor vehicles 50, and (c) horse-drawn vehicles 10

14. Description and present condition of traveled way Unimproved dirt road. No graded roadbed over most of distance. Poor drainage. Very dusty in summer. Muddy in spring.

15. Proposed width of surfacing 14'; feet between ditches 20'; approximate maximum gradient 5 per cent.

16. Proposed type of construction Broken Stone Surfacing, 6" loose thickness

17. Location, nature, and extent of deposits of local materials suitable for use on this project Lava Rock ledges vicinity Madras and Metolius. Bed gravel in ledges between Opal City and Culver. (Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State of Oregon and County of Jefferson (State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $[illegible] and such additional amounts as may be required to complete the work (Chapter 175, Laws of 1917) (Amount.) (Source, refer to statute.)

(b) County $[illegible],000 from sale of Bonds. (See attached resolution) (Amount.) (Source, refer to statute.)

21. Funds for maintenance to be provided by (State or (and) county.) from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorised to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

15. Proposed width of surfacing 16'; feet between ditches 20'; approximate maximum gradient 6 per cent.

16. Proposed type of construction Broken Stone Surfacing, 6" loose thickness

17. Location, nature, and extent of deposits of local materials suitable for use on this project Lava Rock ledges vicinity Madras and Metolius. Red [illegible] in ledges between Opal City and Culver.
(Indicate [illegible] by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided b

[illegible]

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

Copy of resolution appropriating county funds attached hereto.

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project Standard forms contract and contractor's bond to be used.

25. Reconnaissance estimate of cost of project:

Made by C. C. Kelley, Division Engineer Date February 14, 1920

APPROXIMATE QUANTITY.	UNIT.	ITEM.	PRICE.		AMOUNT.	
	Cu. yds.	Excavation, ____ % rock				
	Sq. yds.	Surfacing of				
15.5	Acres	Clearing & Grubbing	20	00	310	00
15.4	Miles	Grader Work	1,000	00	15,400	00
11,237	Cu. Yds.	Common Excavation		75	8,427	75
3,812	"	Solid Rock Excavation	3	40	12,960	80
4,267	Yd. Sta.	Overhaul		05	213	35
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
756	Lin. Ft.	12" Culvert Pipe	2	00	1,512	00
92	"	18" " "	3	00	276	00
104	"	24" " "	4	00	416	00
33.4	Cu. Yds.	Class "C" Concrete	30	00	1,002	00
27,370	"	Broken Stone Surfacing	4	30	117,691	00
As Required		Rolling, Sprinkling, etc. Force Account			4,570	00

Length, 17.5 miles.

Cost, $ 10,231.82 per mile.

Subtotal $ 162,778 90

10% Engineering and Contingencies 16,277 89

Total 179,056 79

This estimate approved by:

(Title) State Highway Engineer

26. Amount of Federal aid desired $89,528.40

(State in lump sum or percentage, but not both.)

8—4286

27. Payment desired on completion or as work progresses As work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

Treasurer of State of Oregon, Salem, Oregon.

29. Additional remarks A broken stone surfacing of 6" loose thickness is considered adequate for this project due to the excellent character of the road-bed material and favorable climatic conditions.

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

Chairman
(Title of officer.)

By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)

RESOLUTION

WHEREAS, the State of Oregon, by its State Highway Commission, and the Federal Government, by and through its Bureau of Public Roads, have designated for improvement that certain section of highway in Jefferson County, known and designated as the Deschutes County Line-Madras Section of The Dalles-California Highway, which said section of highway is to be improved as a post road project; and,

WHEREAS, the cost of improving and constructing said section of highway which said cost is estimated to be approximately $150,000.00, is to be borne by the Federal Government, the State of Oregon, and the County of Jefferson, the County cooperating in the amount of $50,000.00, and the Federal Government in the amount of approximately $50,000.00, and the State of Oregon in whatever amount may be required in addition to the County and the Federal Government Funds to carry the project to completion; and,

WHEREAS, the improvement of said section of highway as contemplated will be of special benefit to Jefferson County; and,

WHEREAS, it appearing to the County Court of Jefferson County that there should be at this time appropriated out of the sale of the $50,000.00 of Road Bonds authorized by the voters of Jefferson County, June 3, ~~1919, and approved by this Court by order of June 7, 1919. Road Bond~~ funds of the County, the amount agreed upon to be provided by the County toward the cost of said improvement;

THEREFORE, be it, and it is hereby resolved by the County Court of Jefferson County, sitting at this time as a County Court for the transaction of County business, that Jefferson County does hereby approve of and accept the proposal to improve and construct the said section of highway herein designated for improvement as a post road; and said County hereby obligates itself to pay towards the total completed cost of the improvement of said section of highway, the sum of Fifty Thousand Dollars ($50,000.00).

And be it resolved that there be, and there is hereby set aside, and appropriated out of the sale of the $50,000.00 Road Bonds, as hereinbefore mentioned as authorized and approved. ~~Road Bond~~ funds of the County, the sum of $50,000.00, to be used and applied on the cost of said improvement.

Be it further resolved that this resolution be entered in the County Court Journal, and three duly certified copies of this resolution be delivered to the Oregon State Highway Commission, the delivery and receipt of which said copies shall be deemed sufficient to authorize the improvement of said section of highway, and shall thereby become a binding obligation on the County of

RESOLUTION

WHEREAS, the State of Oregon, by its State Highway Commission, and the Federal Government, by and through its Bureau of Public Roads, have designated for improvement that certain section of highway in Jefferson County, known and designated as the Deschutes County Line-Madras Section of The Dalles-California Highway, which said section of highway is to be improved as a post road project; and,

WHEREAS, the cost of improving and constructing said section of highway which said cost is estimated to be approximately $150,000.00, is to be borne by the Federal Government, the State of Oregon, and the County of Jefferson, the County cooperating in the amount of $50,000.00, and the Federal Government in the amount of approximately $50,000.00, and the State of Oregon in whatever amount may be required in addition to the County and the Federal Government Funds to carry the project to completion; and,

WHEREAS, the improvement of said section of highway as contemplated will be of special benefit to Jefferson County; and,

WHEREAS, it appearing to the County Court of Jefferson County that there should be at this time appropriated out of the sale of the $50,000.00 of Road Bonds authorized by the voters of Jefferson County, June 3, ~~1919, and approved by this Court by order of June 7, 1919. Road Bond~~ funds of the County, the amount agreed upon to be provided by the County toward the cost of said improvement;

THEREFORE, be it, and it is hereby resolved by the County Court of Jefferson County, sitting at this time as a County Court for the transaction of County business, that Jefferson County does hereby approve of and accept the proposal to improve and construct the said section of highway herein designated for improvement as a post road; and said County hereby obligates itself to pay towards the total completed cost of the improvement of said section of highway, the sum of Fifty Thousand Dollars ($50,000.00).

And be it resolved that there be, and there is hereby set aside, and appropriated out of the sale of the $50,000.00 Road Bonds, as hereinbefore mentioned as authorized and approved ~~Road Bond funds of the County,~~ the sum of $50,000.00, to be used and applied on the cost of said improvement.

Be it further resolved that this resolution be entered in the County Court Journal, and three duly certified copies of this resolution be delivered to the Oregon State Highway Commission, the delivery and receipt of which said copies shall be deemed sufficient to authorize the improvement of said section of highway, and shall thereby become a binding obligation on the County of Jefferson for the purpose and to the extent herein stated.

Executed this 5th day of February, 1920.

COUNTY COURT OF JEFFERSON COUNTY

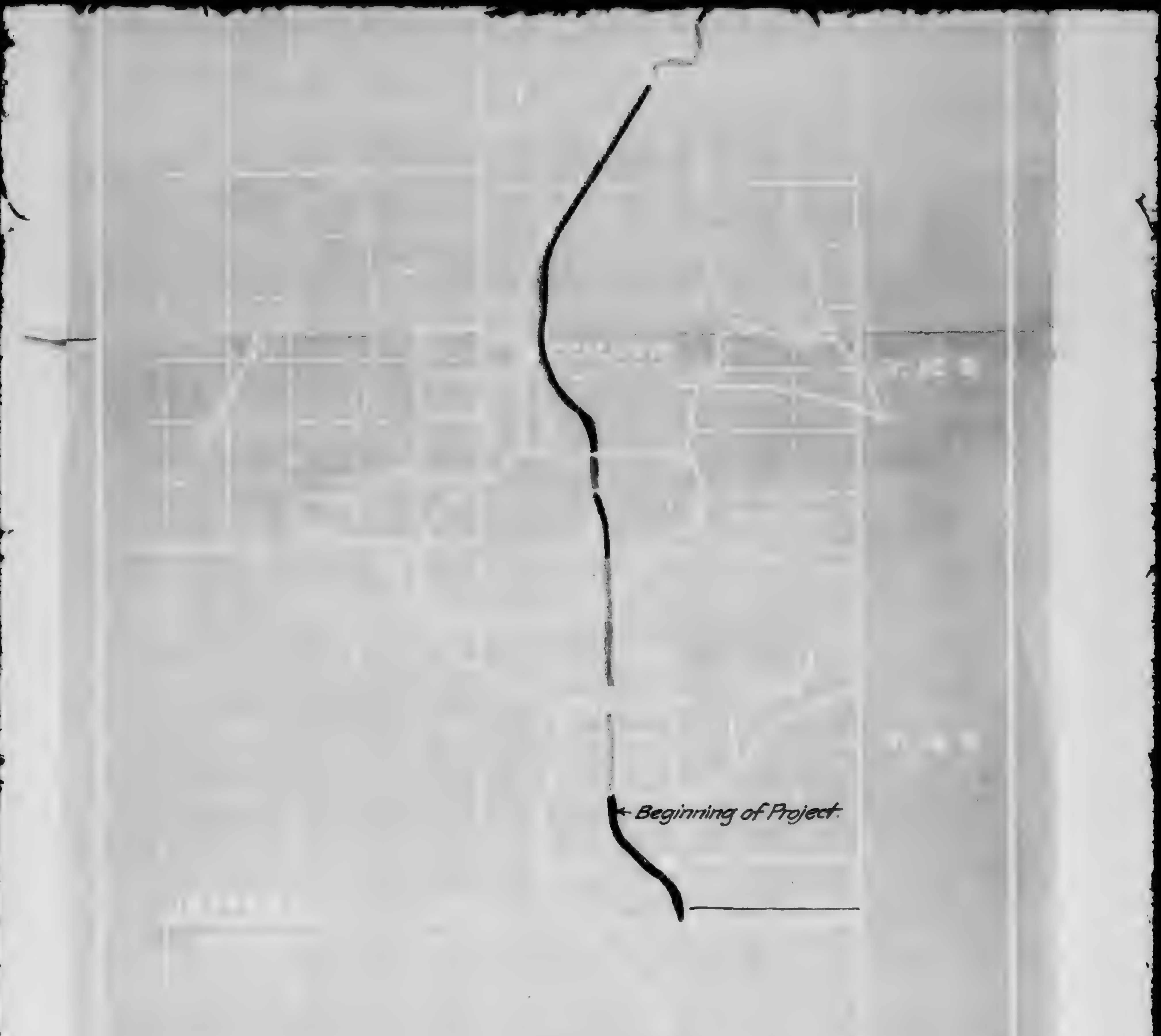
J. M. King
County Judge

P. Chitwood
Commissioner

Martin Tollefson
Commissioner

[illegible]

End of Project


Beginning of Project
11.5
17.5

February 14, 1920.

File P. R. No. 30

Mr. C.C. Kelley,
The Dalles, Oregon.

Dear Sir:

In connection with the special provisions and estimates recently submitted for use in connection with the grading and rocking of the Deschutes County Line-Madras Section, you submitted a sketch showing typical roadbed sections for this work. In checking them over, we find that they do not agree with cross-sections in accordance with which, the estimates were made, nor with profile grade as shown on the profiles. We note for instance, that your roadbed section in cut is twenty-six feet in width, whereas the quantities were computed on a twenty-four foot level roadbed basis. Your profile grade is indicated as the crown of the macadam, whereas the profile grade as actually laid, is at least five-tenths below the crown of the macadam surfacing. We note also, that you have made a few minor changes in the typical section for grader work. Inasmuch as our cross-sections are all plotted up, inked in and computed, and the quantity estimates all made up, we do not believe that any change sh should be made in the roadbed sections at this time. Unless we hear from you to the contrary, therefore, we shall proceed to forward the plans to the Bureau of Public Roads and to call for bids upon the basis upon whichthe plans have already been prepared.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-161

PR
39

January 29, 1930.

File: No. [illegible]

Mr. C.C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

We have Mr. R. P. Newland's letter of January 24th written to you in regard to the job prefix to be used in connection with the construction of the Deschutes County Line-Madras Section of The Dalles-California Highway. Job Prefix 11PA has been assigned to cover the construction of this section, and engineering charges which are strictly construction engineering should be charged under this prefix. Any engineering work in connection with the line revisions and the preliminary investigation are properly a part of the survey and should be charged under the survey prefix 16VA.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

C. C. to R. P. Newland

January 29, 1920. PR39

File : 374

Mr. C.C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir;

We are in receipt of the letter written to you by Mr. R. B. Newland requesting the detail map of the Madras-Deschutes County Line Section, and two sets of the project plans for this same section. We are today sending to Mr. Newland the two sets of plans requested but we have to advise that the detail map for this section was sent to your office at The Dalles on January 19th.

We might say that plans which we are sending to Mr. Newland are not fully completed, as we have not yet received information in regard to the sections which are to be surfaced, which information will be shown upon the tracings before blue prints are made up and submitted to the Bureau of Public Roads.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

C.C. to R.P.Newland.

January 16, 1920.

File: Project No. 39.

The County Court of Jefferson County,
Madras, Oregon.

Gentlemen:

In connection with the improvement of the Deschutes County Line-Madras Section of The Dalles-California Highway as a Federal Aid Project, the State Highway Commission has indicated its willingness to cooperate with the County and Federal Government upon the following basis: $50,000 to be provided by the Federal Government, $50,000 by Jefferson County, and $50,000 by the State. This makes available a total of $150,000 to be expended upon this project, which we estimate will handle the grading of the entire section and the surfacing of between eight and ten miles. We have instructed our Division Engineer, Mr. C.C. Kelley to take up with you the matter of what particular sections are most in need of surfacing at this time, and in order that this work may be properly contracted, it will be necessary that certain definite sections be selected for this surfacing.

It is understood that the County will cooperate to the amount of $50,000. The Project Agreement will be drawn so as to call for as nearly as possible $50,000 of Federal Government money, but the exact amount cannot be determined in advance, and may be somewhat less than this amount, due to the fact that the Federal Government cooperates upon a basis of unit prices rather than upon total costs, or definite amounts of cooperation. The State Highway Commission will then assume responsibility for all other costs in connection with the Project. We will endeavor to have this amount run as nearly as possible $50,000, but it may vary considerably either greater or less, depending upon the bids received upon the work and the contingencies which may develope after construction is undertaken.

It will be necessary that we have from you a resolution appropriating the $50,000 of County funds agreed upon. We have accordingly prepared a more or less standard form of resolution made up to apply particularly to this project, and we would be pleased to have you pass this resolution, or a resolution embodying the same important features, and to furnish us with three signed or certified copies of same. Kindly give this your early attention in order that no unnecessary delay may result.

Very truly yours,
HERBERT NUNN,
State Highway Engineer,

SHP-[illegible]
C.C. to C.C. Kelley By Office Engineer.

CONTRACT #251
SEE:
CONTRACT #238

12

251 CEF: Contract 238

CONTRACT #252
SEE:
CONTRACT # 196

252 SFF: Contract 1[illegible]

CONTRACT#235

37

OFFICE CHIEF OF ENGINEERS
2 1922
12758/446

WHEREAS, By an Act of Congress, approved March 4, 1921 (41 Stat. 14[illegible] the Secretary of War is authorized to grant to the State of Oregon for the purpose of constructing, maintaining and operating the Columbia River Highway a permanent right of way over and across portions of the lands of the United States acquired and held in connection with the improvement of the Dalles-Celilo section of the Columbia River; provided that the exact location and dimensions of said right of way shall be fixed by the Secretary of War; and provided further that the grant shall be subject to the express condition that the right of way shall be used solely and exclusively for the roadway purposes aforesaid, any part thereof not so used to revert to the United States;

AND WHEREAS, Maps showing the location and dimensions of the right of way to be so granted over the several parcels of such lands have been prepared by the State Highway Commission of Oregon and approved by the District Engineer, Corps of Engineers, which right of way where it crosses the several parcels of land as shown on said maps as "Encroachments numbers 2, 3, 4 and 5" is more particularly described as follows:

Encroachment No. 2.

An irregular parcel of land, beginning at a point which bears South 14 degrees 03 minutes East, 221.2 feet from Station 91 plus 28.1, P.C., on the center line of The Dalles-Celilo survey, and is 446 feet North and 137 feet West of the 1/4 corner common to Section 20-29, T. 2 N.R. 14 E., W.M.; and is 20 feet Southeasterly from and in a line at right angles to the center line of the Columbia River Highway Survey at Station 1330 plus 56.8, as said survey is now surveyed over and across lots 2 and 3, Section 20, T. and R. above described; thence North 46 degrees 54 minutes 203 feet to a point; thence South 43 degrees 06 minutes East 10 feet to a point; thence in an Easterly direction along a curve having a radius of 288.3 feet, said curve being 30 feet Southerly from and parallel to the center line of said Columbia River Highway Survey, a distance of 156.4 feet to a point; thence North 77 degrees 59 minutes East 242.4 feet to a point; thence North 38 degrees 15 minutes West 67 feet to a point; thence South 77 degrees 59 minutes West 212.8 feet to a point; thence along a curve to left having a radius of 348.3 feet a distance of 164.9 feet to a point; thence South 0 degrees 10 minutes West 48 feet to a point; thence South 45 degrees 22 minutes West 123.3 feet to a point; thence South 40 degrees 31 minutes West 72.4 feet to the point of beginning, containing 0.59 acres, more or less.

Encroachment No. 3.

A strip of land across The Dalles-Celilo Canal right of way in Lots 2 and 1, Sec. 20 and Lots 3 and 4, Sec. 21, T. 2 N.R. 14 E., W.M.; thence beginning at a point on the South right of way line of said canal, which point is 258.3 feet Southerly from and in a line at right angles to the center line of said canal at Station 101 plus 33.3 and is 13 feet Southerly from, and in a line at right angles to the center line of the Columbia River Highway at Station 1341 plus 11, as the same is surveyed through the lots above described, and is 949 feet North and 1867 feet West of the South East corner of said Sec. 20; thence North 55 degrees 43 minutes East 350 feet to a point; thence North 52 degrees 47 minutes East 302 feet to a point; thence along a curve to the left having a radius of 2895 feet a distance of 186.9 feet to a point; thence North 49 degrees 05 minutes East 452.9 feet to a point; thence along a curve to the right having a radius of 5700 feet a distance of 149.2 to a point; thence North 50 degrees 35 minutes East 3591.5 feet to a point; thence along a curve to the right having a radius of 686.3 feet to an intersection with the South canal right of way line; thence North 48 degrees 16 minutes East along said canal right of way line 143 feet to a point 20 feet Northwesterly from and in a line at right angles to the center line of the Columbia River Highway Survey at Station 1394 plus 85.3; thence South 71 degrees 45 minutes West 18 feet to a point; thence along a curve to the left having a radius of 736.3 feet a distance of 269.9 feet to a point; thence South 50 degrees 35 minutes West 3591.5 feet to a point; thence along a curve to the left having a radius of 5750 feet a distance of 150.6 feet to a point; thence South 49 degrees 05 minutes West 452.9 feet to a point; thence along a curve to the right having a radius of 2845 feet a distance of 183.9 to a point; thence South 55 degrees 39 minutes West 200 feet to a point; thence South 52 degrees 47 minutes West 544 feet to a point; thence North 74 degrees 37 minutes East 91 feet to the point of beginning, containing 5.6 acres, more or less.

Encroachment No. 4.

An irregular strip of land across The Dalles-Celilo Canal right of way in the E 1/2 of the NE 1/4 of Sec. 22, and the NW 1/4 of the NW 1/4 of Sec. 23, T. 2 N.R. 14 E., W.M.; thence beginning at a point on the South right of way line of said canal

160 feet South and 2075 feet West of the Sec. corner common to Secs. 14-15-22-23, T. 2 N.R. 14 E., W.M., said point being 30 feet Northerly from and in a line at right angles to the center line of the Columbia River Highway Survey at Station 1457 plus 66.8; thence South 85 degrees 54 minutes East along the canal south right of way line 300 feet to a point; thence along a curve to the right, having a radius of 1880 feet which is tangent at the last described point, to a course bearing North 86 degrees 14 minutes East, a distance of 201 feet to a point, thence South 87 degrees 38 minutes East 1666.6 feet to a point; thence along a curve to the right having a radius of 925 feet a distance of 180.2 feet to a point; thence South 76 degrees 28 minutes East 295.8 feet to a point on the canal South right of way line; thence South 85 degrees 54 minutes East along said right of way line 363.2 feet to a point; thence North 76 degrees 28 minutes West 654.6 feet to a point; thence along a curve to the left having a radius of 985 feet a distance of 191.9 feet to a point; thence North 87 degrees 38 minutes West 1666.6 feet to a point, thence along a curve to the left having a radius of 1940 feet, 505.8 feet to the point of beginning, containing 3.7 acres, more or less.

Encroachment No. 5.

An irregular strip of land through the United States Boat Railway right of way in lots 2 and 1, Sec. 20, lot 1 in Sec. 17 and Lot 4 in Sec. 16, all in T. 2 N.R. 15 E., W.M., in Wasco County, Oregon, beginning at a point on the Southerly right of way line of the said Boat Railway right of way 2325 feet West and 1131 feet south of the northeast corner of Sec. 20, T. 2 N. R. 15 E., W.M., which point is 30 feet northwesterly from and in a line at right angles to the center line of the Columbia River Highway Survey at Station 1678 plus 35; thence easterly along a 0 degree 30 minute curve to the left along the south right of way line of said Boat Railway a distance of 125 feet to an intersection with the northerly right of way line of the Oregon Trunk Railway; thence north 62 degrees 11 minutes east along said railroad right of way line 3860 feet to an intersection with the afore mentioned south right of way line of the Government Boat Railway; thence northeasterly along a 0 degree 30 minute curve to the left along said south Boat Railway right of way line 265 feet to a point 30 feet northwesterly from and in a line at right angles to the center line of the Columbia River Highway survey at Station 1720 plus 71; thence 304 feet Southwesterly along a curve to the left having a radius of 3850 feet; which curve is tangent to a course bearing south 62 degrees 02 minutes West at a point 30 feet northwesterly from and in a line at right angles to the Columbia River Highway survey at Station 1717 plus 67.4; thence South 62 degrees 02 minutes west 1570.2 feet to a point; thence along a curve to the left having a radius of 5760 feet a distance of 296.5 feet to a point; thence south 59 degrees 05 minutes west 632.2 feet to a point; thence along a curve to the right having a radius of 2835 feet a distance of 153.4 feet to a point; thence south 62 degrees 11 minutes west 1286 feet to the point of beginning, containing 4.24 acres, more or less.

NOW THEREFORE, This is to certify that the Secretary of War hereby grants to the State of Oregon a permanent right of way over and across the lands hereinabove described, in the location and of the dimensions as above described and as shown on the maps attached hereto and made a part of this instrument, for use by the said State in constructing, maintaining and operating the Columbia River Highway, subject to all the provisions and conditions of the above Act and to the following additional condition:

That the highway shall be fenced by the Highway Commission of the State of Oregon, so far as may be deemed necessary in the opinion of the District Engineer, Corps of Engineers, United States Army, to protect Government property.

WITNESS My hand this 30th day of September, 1922.

JMWainwright
J. M. WAINWRIGHT,
Acting Secretary of War.

PR
37

December 2, 1922

Mr. S. Murray,
Assistant Chief Engineer,
O. W. R. R. & N. Co.,
27th & Vaughn,
Portland, Oregon.

Dear Sir:

Your letter, file 118-36, of November 28th in regard to fencing at encroachment 7A, Seufert-Deschutes Section, has been referred to Mr. C. W. Wanser, Division Engineer, The Dalles, Oregon.

Upon receipt of his recommendation in this matter we will advise you further.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

GCK:LM

PR 37

December 2, 1922

Mr. C. W. Wanzer,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Attached hereto is a letter from Mr. S. Murray of the O. W. R. R. & N. in reference to fencing an encroachment 7A which is in lots 2, 3 and 4, Section 16, Township 2, North Range 15, East, approximately between stations 1719 and 1747.

Attached also are extracts from the contract dated July 10, 1920, between the railroad company and the state outlining the state's obligation in reference to fencing. Please investigate this situation and report your recommendations in the matter.

From Mr. Murray's letter it is indicated that a deep cut has been made adjacent to the highway along the north line of the encroachment. Please see if this will in any way jeopardize the roadbed or will in any way affect the area graded at the encroachment.

It is thought that you have maps showing this encroachment in your office.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

COK:LM

EXTRACT FROM AGREEMENT BETWEEN OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY And COUNTY OF WASCO, AND STATE OF OREGON, Dated: July 10, 1920

"* * * * * will conxtruct on the boundary line between Parcels numbered 7AA and the right of way of the Railroad Company a fence of heavy construction in the nature of a barrier calculated to prevent motor driven vehicles and teams from proceeding from the highway to the track or roadbed of the Railroad Company (the type, extent, character and manner of the construction of said barrier fences to be subject to the approval of the Assistant Chief Engineer of the Railroad Company), and will construct on the balance of the boundary line between the parcels first hereinbefore described and the remaining right of way of the Railroad Company a lawful fence to the extent which the Railroad Company may be now or hereafter required to fence in respect to its right of way; but the maintenance of said lawful fence (not including the barrier fence above referred to) shall, after said fence is properly and securely constructed in a workmanlike manner by the parties of the second part, be with the Railroad Company; * * * * *"

I. H. VAN WINKLE
ATTORNEY-GENERAL

WILLIS S. MOORE
FIRST ASSISTANT

JAMES WEST
JOSEPH A. BENJAMIN
ASSISTANTS

J. M. DEVERS
L. A. LILJEQVIST
M. E. McGILCHRIST
SPECIAL ASSISTANTS

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

PR 37

August 9, 1922

Roy A. Klein,
Office.

Dear Sir:

I am handing you herewith three copies of an agreement prepared by the Railroad Company covering encroachment No. 5, Seufert-Deschutes Section of the Columbia River Highway.

These copies have been executed, as you will note, by the County Court of Wasco County and are now submitted for presentation to the Highway Commission.

[illegible]

Yours truly,

J. M. Devers
Assistant Attorney-General.

JMD:AAP
Encls.3

July 6, 1922

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

In re Federal Aid Project No. 37.

This section is not in a very good state of maintenance and we are having considerable difficulty in deciding just what to do on account of the blow sand, but it is quite likely that this will be given a surfacing of clean basaltic stone which will pass a 3/4 inch ring. We find that this can be done successfully after the fall rains commence so that the sub-base, which is now the present macadam, can be bladed and shaped.

We would be pleased to have a sprinkler placed on this at once and see if we cannot keep it in somewhat better condition.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION,

By

State Highway Engineer.

HN:LM

D STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

EPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING,
PORTLAND, OREG.

ANSWERED
HERBERT NUNN

[illegible]

July 6, 1922.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
JUL 8 1922
OREGON

Dear Sir:

Maintenance inspection has been made of Oregon Federal aid project No. 37.

We find that the surfacing on this project is loosening up badly during the hot weather. On the northerly half of the project the surfacing is very loose, and is more or less dangerous for the passing of vehicles. The blow sand in places is drifting over the roadway and filling the ruts. It is also mixing with the gravel surface under the action of traffic, and if this continues there is a strong probability that the entire surfacing will be destroyed. Some immediate action should be taken toward maintaining this project, and an effort made to compact the gravel surfacing.

In our opinion the application of water and dragging is the most feasible solution, and if undertaken at once and carried on energetically during the remainder of the summer may result in a fairly well compacted road before winter. In order to be effective tank trucks should be assigned at intervals of roadway which can be kept thoroughly wet. The traffic is fairly heavy on this road and if the surface is kept smooth and moist we believe it will compact readily.

The matter is very urgent, and we should be pleased to have your views at an early date.

Very truly yours,

District Engineer.

R
P 37 /

March 24th, 1923.

Fidelity and Deposit Company of Maryland,
c/o Mr. Clarence D. Porter, Resident Agent,
Gasco Bldg.,
Portland, Oregon.

Dear Sir:

[illegible] will please be advised of the intention of the Highway Commission to make final payment to the Jas. F. Clarkson & Company on our contract No. 253, which is more definitely described as the grading of the Seufert - Deschutes River Section of the Columbia River Highway in Wasco.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

by
Secretary.

Dict.by E.T.Saunders.

March 11, 1922

PR #37

Mr. J. E. Pock, Resident Engineer
The Dalles, Oregon

Dear Sir:

We are inclosing, herewith, a plat showing the cross section at Station 1,568 / 66 of the Seufert Deschutes River Section.

In checking this section we find that the cut on center line is shown as 58 feet, whereas in your Cross Section notes the cut at this point is shown to be 68 feet. If the field notes are correct it would appear that there must be some error in your re-measurement notes which show cut of 61 feet, cut 14 feet on the right. It would also appear that the contractor is entitled to payment for a considerably larger quantity at this point.

Kindly check this matter over at your earliest convenience and return the plat with your explanation.

Very truly yours,

HERBERT NUNN
State Highway Engineer
By

SHP:VLB

Office Engineer

January
Sixth
1 9 2 2

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

File FA 37

Dear Sir:

Reference is made to our telephone conversation this morning relative to the amount of excavation under the Dillon Overcrossing on the final voucher for the Seufert-Deschutes Section, Federal Aid Project No. 37. [illegible]

We beg to advice that the correct amount of excavation is 563.1 yards as stated by you. As this change in quantities will not affect the amount payable by the Federal government, we would request that, if possible, you make the necessary corrections on the vouchers which we have submitted.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J.W.DeSouza
CMC

PR37

January 5, 1922

Fidelity & Deposit Company of Maryland,
c/o E. L. Pinney, Agent,
Portland, Oregon.

253

Gentlemen:

In reference to contract 253, more definitely described as the Seufert-Deschutes Section of the Columbia River Highway in Wasco County, Jas. F. Clarkson & Company, contractors, it is the intention of the Highway Commission to make payment at this time of all the retained percentage except 5%.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

Jan. 5, 1922

Hartford Accident & Indemnity Co.,
430 California Street,
San Francisco, Calif.

File PR-37

Gentlemen:

Replying to your letter of the 28th ult. we beg to advise that the contract held by A. D. Kern for grading the Seufert-Deschutes Section of the Columbia River Highway in Wasco County was completed and given final acceptance as of September 10, 1921.

Total net payments to the contractor amount to $69,047.28, including $4,946.10 for force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J.W.DeSouza.

ETH

ISSELL, *President*
ASE, *Chairman Board of Directors*

J. COLLINS LEE, *Secretary*
D. J. GLAZIER, *Secretary-Treasurer*
R. C. L. HAMILTON, *Comptroller*

ORD ACCIDENT AND INDEMNITY COMPANY
HARTFORD, CONNECTICUT

EWITT, *Resident Vice-President*
JOY LICHTENSTEIN
Manager

PLEASE ADDRESS YOUR REPLY TO FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES, *Superintendent*

PACIFIC DEPARTMENT
430 CALIFORNIA STREET
SAN FRANCISCO

December 28, 1921.

[illegible] 31 1921

Herbert Nunn, State Highway Engineer,
Attention - S. H. Probert, Office Engineer,
Salem, Oregon.

Dear Sir:

Re: Bond #301871 - A. D. Kern - Graveling 12.5 miles Seufert-Deschutes Sect. Columbia River Highway-Wasco County.

We wish to thank you for your letter of November 19th., advising that the work covered by the above bond had been completed. Will you kindly advise us as to the date of acceptance, so that we may correctly extend our records to cover the maintenance period of one year.

Yours very truly,

Harold Bishopp

Surety Department.

#320
Compl [illegible]

HB:FM

Fil pay 89,047.27
[illegible]

OK

FORM 8A

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]ON, PORTLAND
W. L. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

[illegible]J - Wall.
File 47.

The Dalles, Ore., Dec. 22, 1921.

PR 37

DEC 24 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. C. C. Kelley.

Dear Sir:

Referring to your letter of December 20th in regard to force account order No. 28, Seuferts-Deschutes Section, for parapet wall construction.

The original wall was only carried to profile grade, and before the parapet wall was constructed this wall was raised to allow for future paving and also to allow for super-elevation. This matter of rasing the wall involves rather expensive work, as the rock has to be much more closely trimmed than in mass work.

I realize that the impression would be that rock was easily available, but such was not the case, and it was very difficult to get suitable rock, and what we did get was rather tough. In many cases big boulders had to be bulldozed and the rock from these taken. The amount of wall work, or base, was 23.6 cubic yards, which at $15.00 per yard would amount to $354.00. This then would make the cost of the parapet wall $4.03 per lineal foot.

In addition to this, we had to buy lumber and build forms for the arches, and buy lumber for the coping, which made an unreasonable cost for only 425 feet of wall. A contractor could have put in several thousand feet of wall with no more expense on this account than we were to for 425 feet. This same material will be used on the Cape Horn work, and would probably result in at least a 50% salvage, which would amount to in the neighborhood of $50.00.

The nearest camp was at Cape Horn, several miles away, and a truck had to be employed on the job both to haul rock and for transporting the men back and forth to camp. Had it not been necessary to transport the men a team could have been hired for such time as necessary to transport the rock, and this item would have been a great deal less.

The wall itself is an unusually good job of construction, much better than we would have been able to get by contract, and of course this increases the expense. I realize that the cost of this wall is greater than it should be, and realized so at the time, but conditions were far from good, and there was no way that a cost higher than the average contract price could have been avoided.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:Hl

PR

33PJ - Right of Way Fence.
File 47. The Dalles, Ore., Dec. 20, 1921.

Mr. J. E. Peck, Res. Engr.,
State Highway Department,
Office.

Dear Sir:

We have a copy of a letter from S. Murray calling our attention to the condition of the right of way fence at Cape Horn, Mile Post 94.2, with the request that this fence be strengthened and constructed in a manner that will keep stock from getting onto the track. They state that there is also some right of way fence at Mile Post 98.6 which should be built in a more substantial manner.

You will therefore make arrangements at once with Victor Starling and have his maintenance crew repair these fences, notifying this office as soon as they have been repaired.

Yours truly,

J. H. Scott,
Division Engineer.

AMA:kl

cc. C. C. Kelley.

December 20, 1921

Mr. S. Murray,
Assistant Chief Engineer,
O. W. R. R. & N. Co.,
83 Sixth Street,
Portland, Oregon.

Dear Sir:

Your favor of December 12th, file No. 113-84, regarding fences on the Seufert-Deschutes Section, is noted.

We will endeavor to strengthen fences at mile post 94.2 and 94.6 in such manner as to keep stock from the tracks.

There will be no objection to the railroad company installing the track at mile post 94.2, but it should be understood that we be allowed to proceed with the wall construction without delay, at such time as the weather conditions will permit.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:EM
cc. J. H. Scott, Division Engineer, The Dalles, Oregon.

STANDARD
8-20-5000

[illegible]. 115-36

N PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

RRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

December 12th, 1921.

DEC 13 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

ATTENTION - Mr. C. C. Kelley

Dear Sir:

Reference my mailgram to Mr. Finch, copy attached, in regard to gauntlet track and highway construction at M.P.94.2; also with reference to Mr. Devers' letter to Mr. O'Brien under date Oct. 11th, Mr. O'Brien's reply to him under date December 4th and Mr. Devers' letter to Mr. O'Brien under date December 6th, 1921:

Since agreement has been reached with our people to construct the highway at this point in accordance with plan submitted by Mr. Devers October 11th, I took up the question of restoring the south track to its original position with Messrs. Peck, Scott & Owre, who concur with me that the track may now be placed in its original position; you will note, however, that Mr. Scott does not intend to construct the rubble masonry wall at the present time but will probably delay its construction until after cold weather.

In this connection, however, I desire to call your attention to the condition of the right of way fence at this point which has been rebuilt in rather a flimsy manner and we doubt very much whether it will prevent stock from reaching the track; I suggest, therefore, that since the wall will not be constructed for sometime that this fence be strengthened and constructed in a manner that will keep stock from the track; also, there is some right of way fence at M.P.98.6 that should be constructed in a more substantial manner.

May I ask that you give these fence matters immediate attention and advise as soon as they have been repaired?

I assume there will be no objection on your part to our restoring the south track as above indicated; will you, however, please advise?

Yours truly,

J. Murray
R

CC Mr. J.H.Scott,
Division Highway Engineer,
The Dalles, Oregon

CC Mr, Oliver Owre,
LaGrande, Oregon.

C. S.

VICE REQUIRED	
	Immediate delivery
y	Delivery during day
Night	Delivery by next morning

Indicate by X in proper line the class of service required.

Do not specify preferred service if other service will answer the purpose.

MAILGRAM:

File No. 115-36

Portland, Dec. 12th, 1921.

Mr. F. N. Finch,
Building.

Your mailgram eighth instant, gauntlet track at Mile Post 94.2.

The south track can now be restored to its original position and there is no debris in the way to prevent this being done. The highway engineers advise that it will be some time before the masonry wall will be built as they are afraid that cold weather will interfere; the wall, however, ~~wil~~ can be built without interfering with the track.

S. Murray

CC Mr. Herbert Nunn, ✓
State Highway Engineer,
Salem, Ore.
Attention Mr. C.C.Kelley

CC Mr. J.P.O'Brien, Building.

CC Mr. E. A. Klippel, Building

CC Mr. Oliver Owre, LaGrande, Oregon.

DEC 13 1921

DEC 14 1921
STATE HIGHWAY ENGINEER

Copies to M [illegible]

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

The Dalles Oregon.
Dec 13- 1921.

Mr Herbert Nunn
State Hy Engr
Salem Oreg
attention Mr Kelley

Dear Sir

Copy of D. Murrays letter in regard to removal of gauntlet track at Cape Horn.

I talked this over with Mr Scott on Sunday and we decided there would be no objection to replace South track at this time provided we were allowed to proceed unhampered with our wall construction.

In case of cold weather during wall construction we would have to protect wall with some kind of covering which would possibly reduce the 11 ft clearance by 6 inches

Yours truly
J E Pease

Copy to Mr Scott

RECEIVED
DEC 14 1921
STATE HIGHWAY ENGINEER

PR 617

December 20, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Please submit a maintenance order for the proposed work at mile post 47.2 and mile post 68, as discussed with railroad officials here Friday last, and which is covered by Mr. Murray's memorandum, file 154-83A, of the same date.

It is proposed to place Mr. Lacey in charge of this work after he has finished with the work of ~~[illegible]~~ Protecting parapet walls between Shell Rock Mountain and Viento.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM
cc. C. L. Gratze, Office.

PR
37

December 20, 1921.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Please refer to your force order No. 28, Seufert-Deschutes Section, covering construction of 425 lin. ft. of parapet wall, the estimated cost of which was $1600.00.

Contractor's bills approved by yourself and resident engineer, amounting to $2,054.20, making the wall cost $4.84 per lin. ft.

This is the most expensive piece of wall construction that we have done in the state, and considering the availability of wall material, is at least $1.50 per lin. ft. in excess of what a reasonable cost would have been, and shows poor superintendence on the part of the contractor for which he has been allowed 10%, and also poor supervision ~~of~~ by our engineering forces.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

OCK:LM

NORMAN R. MORAY, *Vice-President and General Manager*
JAMES WYPER, *Vice-President*
JAMES L. D. KEARNEY, *Vice-President*

R. M. BISSELL, *President*
CHAS. E. CHASE, *Chairman Board of Directors*

J. COLLINS LEE, *Secretary*
D. J. GLAZIER, *Secretary-Treasurer*
R. C. L. HAMILTON, *Comptroller*

HARTFORD ACCIDENT AND INDEMNITY COMPANY
HARTFORD, CONNECTICUT

DIXWELL HEWITT, *Resident Vice-President*
JOY LICHTENSTEIN
Manager
PLEASE ADDRESS YOUR REPLY TO FIDELITY & SURETY DEPARTMENT
JAMES W. MOYLES, *Superintendent*

PACIFIC DEPARTMENT
430 CALIFORNIA STREET
SAN FRANCISCO

Dec.16,1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

DEC 19 1921

Dear Sir:

File PR-37

Re: Bond No.301871- A. D. Kern
Graveling 12.5 miles Seufert-Deschutes
Section of Columbia River Highway, in
Wasco County.

Will you kindly advise us if the contract covered by the above captioned bond has now been completed. We would also be glad if you could furnish us with the amounts paid to the contractor on the unit ~~class~~ price basis, and also for force account work. In the event that final estimates have not been made will you kindly advise us whether the work has actually been completed.

Yours very truly,

Harold Bishop

Surety Department.

$88047.78
[illegible]
7

HB:L

[illegible]

FORM 2A 10M-8-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. [illegible]ON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

SSPJ - Fence Materials.
File 47.

The Dalles, Ore., Nov. 18, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
NOV 25 1921
STATE HIGHWAY ENGINEER

PR #37

Dear Sir:

Please refer to Force Order No. 1, Contract 376.

The posts and stringers shown on this force order were sold to Jas. F. Clarkson for use in guard fences on Contract 253. You will therefore please bill Mr. Clarkson for 88 posts, containing 3.755 M. F.B.M. of lumber, at $24.00 per thousand, and 1.376 M. F.B.M. in stringers at $24.00 a thousand. Also treating 88 posts with carbolinium at 15¢ each.

It was the understanding that Clarkson was to have this lumber at $24.00 per thousand at Biggs, so we cannot consistently charge him for the cost of delivering this material to Biggs.

Please see that proper credit is given Job 2[illegible]A4.

✓ LEP 11/30/21
Trans. $136.32
Trans Vou #1585

Respectfully yours,

J H Scott

J. H. Scott,
Division Engineer.

OK
SAG

JMA:kl

O N STATE HIGHWAY DEPARTMEN

FIELD ENGINEER'S WEEKLY REPORT

Date Nov 5, 1921

Job Name Seufert & Deschutes

Week from Oct 31 to Nov 5

Mail Address The Dalles

Highway Col River

Telegraph or Telephone Address " "

County Wasco Job Prefix 33 PJ

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Oct 31 checking field notes Seufert Des Sec

Nov 1 checking field notes Seufert Des Sec

" 2 " " " " "

went over line to Des River

Contract is moving equipment off job

" 3 checking field notes in office

" 4 over line to Des Tunnel

" 5 over line & camp [illegible]

Contractor is practically cleaned up and expects to quit camp Monday

RECEIVED
NOV 12 1921
STATE HIGHWAY ENGINEER

J. H. SCOTT

Signed J E Peck

Title Res Eng

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project 12.5

Miles completed 12.3

Miles completed except finishing 0.2

Miles covered by contractor's forces 12.5

Miles cross-sectioned 12.5

Miles cross-sections completed and checked 12.3

Miles to be remeasured 0.2

Number men in Engineering Party 1

Contractor's average force for week 16 *men,*

2 *teams,* .... *steam shovels*

Grading work will be completed about Nov 7-1921

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed ....

Miles partially done ....

Average daily yardage placed this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Surfacing will be completed about ....

Number men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

October 31, 1921.

Mr. S. Murry,
Asst. Chief Engineer,
O.W.R.R. & N. Co.,
83 Sixth St.,
Portland, Oregon.

Dear Sir:

We have your letter of October 26th in regard to the Big Eddy Overcrossing.

Am sorry that we are unable to supply you with a copy of the original plans for this structure, but our tracings were used in preparing the revised plans, and in some manner we overlooked taking off negatives and prints before making the revisions. The only copy we know of is on file in the office of the Public Service Commission. Upon referring to that copy, we find that the south end of the structure is at station 1255 + 15 which is the south or west end of the project as designated in the Public Service Commission's Order. On the original plan no embankment approach was called for at that end as the structure itself extended to an intersection with the ground line.

In billing you for your share of the cost of this project, it was our intention to include everything between the grade points at the ends of the two embankment approaches. This has been our practice in connection with all other overcrossing projects, and is unquestionably the intent of the Public Service Commission's Order.

Since sending out our last bill, however, we find that the quantities submitted by our Resident Engineer and shown on that bill, included the north or east approach only. We will therefore prepare a new bill including both approaches, and we would request that you destroy or return the other bill which is dated October 19th. This correction will add about 800. yards of embankment, 80 feet of guard fence and 86 square yards of hand-placed slopes.

The new bill will not, be presented for a few days as we have still to obtain from the field the exact quantities in the south embankment. If you are going to object to any of the items we have included or propose to include, or if you have any counter-claims to submit, we would be pleased to have advice to that effect before our corrected bills are prepared.

While we hardly anticipate that you will wish to limit your cooperation to the exact station number limits stated in the order of the Public Service Commission, we request that if you consider such action, that you advise us at once so that we can without further delay, place the matter before the Service Commission for it's consideration.

We are sending to you under separate cover blueprints of the structure, and we are enclosing herewith a print showing the relative alignments of the original and the revised lines. We have no profile in the office showing the revised line from end to end of embankments, but we will secure such a profile for you if you so desire.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:EB
Enc.
C.C. to J. H. Scott
C.C. to C. B. McCullough.

STANDARD
8-20-5000

FORM 2010

Fil[illegible]o. 74-14-A

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

October 26th, 1921.

OCT 27 1921
HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference bill recently submitted to me covering Railroad Company's proportion of the cost of the Big Eddy Over-Crossing, and also referring to Order of the Public Service Commission, Order No.613.

In checking this bill it appears that the Engineers Stations referred to in the Order of the Commission, and which fixes the limits of the structure upon which the Railroad Company is to participate in the cost, are not the same as those shown in the approved plans and we have some difficulty in checking the bill due to this change. You will recall the structure was located at a different point when the original plans were prepared and subsequently constructed about 75 ft. westerly of the original location.

Will you please forward to this office as quickly as possible, one copy of the approved plans, also one copy of the plans that were filed with the Public Service Commission and upon which their Order was based, in order that we can intelligently check the bill.

You will note the Public Service Commission's Order fixes the stationing between which the O-W.R.R.& N.Co. is to bear a proportion of the cost as 1253 plus 13 and 1263 plus 00, and you will note that 1253 plus 01.9 is the intersection of the south track and

No.2.
File 74-14-A
Oct.26,1921
Mr.H.Nunn

and center line of the structure.

For our information you might also advise between what stations of approved plans the quantities were taken for making up the bill.

Yours truly,

S. Murray
R

ANSWERED
S. H. Probert

STANDARD
8-20-5060

FORM 3010

File No. 74-14-A

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

November 1st, 1921.

PR#37

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

These lines will acknowledge receipt of your letter October 31st in explanation of certain features in regard to bill covering our proportion of the cost of the Big Eddy Over-Crossing.

For your information will state that our letter of October 26th was not written with the view of questioning or attempting to interpret Order of the Public Service Commission but only for information to enable us to check the quantities in the bill submitted. I had previously requested the Operating Department, who looked after the work, to place the bill in line for voucher and they are now engaged in checking the quantities for final approval of the bill. I have no advice that there will be any counter-claims or difficulties in approving the bill; I, therefore, suggest that you forward the final revised bill in full as soon as you can, and we will take prompt action towards approving same and placing in line for payment. I might add that we are anxious to have the full amount of the bill as soon as possible in order that we can ask for appropriation by wire to cover.

Yours truly,

S Murray

STATE HIGHWAY ENGINEER

October 31, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File PR#37

Dear Sir:

We have your letter of October 25th stating that the quantities recently submitted by you for the grading of the approaches to the Big Eddy overhead crossing did not include the short embankment approach at the west or south end of this structure.

It would appear that regardless of the fact that this embankment is beyond the station limits designated in the order issued by the Public Service Commission, we are entitled to co-operation in this part of the construction. We therefore request that you supply us at your earliest convenience with an accurate statement of the quantities involved.

We have recently had an inquiry from Asst. Chief Engineer S. Murray in regard to the revised plans for this project. For your information we are enclosing herewith a copy of our reply to Mr. Murray.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ETH
Enc.

HERBERT NUNN
STATE HIGHWAY ENGINEER

ASSISTANT ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33PJ - Big Eddy Overhead.
File 22.

The Dalles, Ore., Oct. 25, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Please refer to your request under date of September 1st for a statement of quantities entering into the approach fills of the Big Eddy overhead between Stations 1253+13 and 1263+00. This information was forwarded to your office under date of September 22nd. At this time we overlooked calling your attention to the fact that Station 1253+13 is at about the center of the overcrossing, and that therefore our statement did not include: the embankment for the westerly approach, some hand placed rock slopes, and also some guard fence on this westerly approach.

It is now apparent from corrected order No. 613 of the Public Service Commission dated July 21, 1920, that the stations therein indicated were the station limits of the original line, which limits would have included both the fill approaches had this over-crossing been built on the original line, but some time previous to this order, a revised line was run which moved the site of the over-crossing approximately 75 feet west of the original crossing. The quantities submitted to you under date of September 22nd were the totals within the station limits as defined by our stations on the revised alignment. If it is possible to have the Public Service Commission correct their order No. 613 to conform to the revised alignment, there is about 700 or 800 cubic yards of embankment, 80 or 90 feet of guard fence, and 86 square yards of hand placed rock slopes which should properly be included in the cost of this overhead. In any case, it would seem that this correction should be made because one of the station limits as defined in the order is near the center of the overhead structure, and it would appear that we could not legally include the whole structure in billing the railroad company for their share.

ANSWERED

Respectfully yours,

J H Scott
ama

J. H. Scott,
Division Engineer.

AMA:kl

Form 3010

STANDARD
8-20-5000

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

File No. 74-14-A

October 29th, 1921.

PR#37

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Will you kindly expedite reply to my letter October 26th in regard to bill and plans covering proposed Big Eddy Over-Crossing.

For your information, will state that I received copy of plans covering this crossing through the mail without a letter of transmittal, which is probably copy of the approved plan.

Yours truly,

S. Murray
R

October 28, 1921.

Mr. J. L. Peck, Res. Engr.,
State Highway Dept.,
The Dalles, Oregon.

PR #37

Dear Sir:

We are returning to-day by mail the final data and estimate sheets on the Seufert Deschutes Section, Columbia River Highway.

In the checking of this job we find you have failed to deduct from the excavation quantities, the 20 cubic yards per station included under preparation of sub-grade; as per terms of the contract. Also we find that a small amount of overhaul was overlooked on one part of the work. We have listed the points questioned on the data returned, and you should have no trouble in straightening the matter out satisfactorily.

Please go over this job again, correct your final estimate and return it with all the data sent you. Please do this at your earliest convenience.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by E. S. Woodford.
MB
C. C. to J. H. Scott.

October 28, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Seufert
Deschutes

Dear Sir:

We received, yesterday, a letter from Mr. O'Brien, General Manager of the O. W. R. R. & N. railroad, in which he insisted on restricting the roadway at Cape Horn, and stated that before approval by his company would be made, it would be necessary for the eastern officials of the company to inspect the site.

As this will involve a delay of some two weeks to a months time it is suggested that you close down this work and submit final estimates for all work done by the contractor.

After the matter is finally adjusted the remaining work may be done under an extra work order. It is suggested that before forces are laid off that sufficient surfacing materials for the use of the railroad be provided and that adequate temporary barricades be placed at the points of closest contact to the railroad.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

OCK:LM

October 22, 1921.

Mr. J. E. Peck,
Res. Engr.,
The Dalles, Oregon.

File PR 37

Dear Sir:

Referring to your estimate No. 9 for work to October 10th on the Seufert-Deschutes Grading Job Contract #355A.

I find that in carrying forward the previous totals on line "Quantities Previously Estimated" under excavation quantities, figures are used only to the nearest cubic yard. These quantities should correspond exactly with the totals of last month, viz: 5036.7, 4679.7 and 12,154.5 cu. yds. for Common, Intermediate and Solid Rock excavation respectively.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by L. E. Parsons.
EB
C.C. to J. H. Scott.

FORM 8A 10M-6-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33PJ - Overheads.
File 22.

The Dalles, Ore., Oct. 4, 1921.

PR#37

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

In reply to your letter of October 1, 1921, regarding additional charges of the overhead crossings at Big Eddy and Dillon, please be advised that Resident Engineer Peck overlooked the charge for the temporary overhead at Big Eddy. This item should be included.

As to the charge for watchman in connection with these overheads, it is proper that a portion of the total charges for watchman on this section should be charged to these overhead structures. This proportion would be about 20% of the total charges for watchmen on each of these overheads, or $685.56 on Big Eddy, and $685.56 on the Dillon overhead.

Respectfully yours,

J H Scott

J. H. Scott,
Division Engineer.

AMA:kl

1656

Oct. 1, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File PR#37

Dear Sir:

In submitting the statements of cost of the approach fills for the Big Eddy and Dillon crossings, you did not include the force account work in connection with the construction of the temporary overhead structure at Big Eddy, nor any item covering the cost of watchmen placed on the work by the railroad company.

It would appear to us that these would be legitimate items of cost and that the railroad company and the county should be required to meet their proportionate share.

We find that the cost of the temporary structure was $845.59, and we are including this amount in our bill. Our total charges for watchmen in connection with the work between Seufert and the Deschutes River amount to $3,427.82. It would seem that a portion of this would be chargeable to the grading of the approach fills of the over-crossing, and we would therefore request that you advise us as to what you would consider about the proper amounts to be included in our bills to the railroad company and the county for each of the Big Eddy and the Dillon crossings.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ETH

Oct. 1, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File PR#37

Dear Sir:

In submitting the statements of cost of the approach fills for the Big Eddy and Dillon crossings, you did not include the force account work in connection with the construction of the temporary overhead structure at Big Eddy, nor any item covering the cost of watchmen placed on the work by the railroad company.

It would appear to us that these would be legitimate items of cost and that the railroad company and the county should be required to meet their proportionate share.

We find that the cost of the temporary structure was $845.59, and we are including this amount in our bill. Our total charges for watchmen in connection with the work between Seufert and the Deschutes River amount to $3,427.82. It would seem that a portion of this would be chargeable to the grading of the approach fills of the over-crossing, and we would therefore request that you advise us as to what you would consider about the proper amounts to be included in our bills to the railroad company and the county for each of the Big Eddy and the Dillon crossings.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ETH

FORM 8A 10M-8-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. E[illegible]ON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33PJ - Release of Retained Percentage.
File 80. The Dalles, Ore., Oct. 4, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

PR#37

Attention Mr. Probert.

Dear Sir:

Attached is a letter from Jas. F. Clarkson asking for the release of his retained percentage on the Seuferts-Deschutes Section of the Columbia River Highway. The only work yet to be done on this contract is a masonry wall at Cape Horn which is now being held up pending permission from the railroad company to go ahead. In addition to this there is a parapet wall at the Deschutes tunnel which is being constructed on a force account basis, and a parapet wall will have to be constructed on top of the masonry wall at Cape Horn, also on a force account basis.

As this work has been delayed for months on account of encroachments, the retained percentage should be released if there is any way that it can be without establishing a precedent. On account of the encroachments Mr. Clarkson has been to a greatly increased cost in handling the work, and it is quite possible yet that this work of the wall will be force account.

Respectfully yours,

J H Scott
J. H. Scott,
Division Engineer.

Release all but 3%
G.H.P.

JHS:kl

JAS. F. CLARKSON & CO.
GENERAL CONTRACTORS

OFFICE
YEON BUILDING
TELEPHONE, MARSHALL 2182

PORTLAND, OREGON.

September 30, 1921.

J. H. Scott.
Division Engineer.
The Dalles, Ore.

Dear Sir:

As our contract work on the Sueferts-Deschutes Section has been finished for several months, I am writing to ask if you will please release the retained percentage which now amounts to about $16,000.00, so that I may receive it in October.

I trust by this time you have also made such reclassification on Unit #2 as you consider is just and equitable and that those sums will also be available during the comming month.

Our demands are very heavy at this time and you will realize that these items are long past due.

I will appreciate your immediate attention and thank you in advance,

Yours very truly,

Jas F Clarkson

JFC-B

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 437 STATE ST., SALEM, ORG

B97PO SN CAK

PR 37

PORTLAND ORG 509P SEP 21 1921

97

HERBERT NUNN

STATE HIGHWAY ENGINEER SALEM ORG

YOUR WIRE NINETEENTH HIGHWAY WORK AT CAPE HORN MILE POST NINETY FOUR DECIMAL TWO . AM ADVISED TODAY MASONRY WALL BEING CONSTRUCTED THIS POINT PART OF WHICH BEING BUILT ON RAILROAD PROPERTY NOT GRANTED STATE FOR HIGHWAY PURPOSES. I CANNOT PERMIT THIS ENCROACHMENT THEREFORE NECESSARY ME REQUEST YOU STOP THIS PART OF WORK. MY REPRESENTATIVE HAS REQUESTED CONTRACTORS STOP ENCROACHMENT ALSO NOTIFIED RESIDENT ENGINEER PECK. ADVISE ACTION TAKEN.

S MURRAY

51P

H.N. Phoned Murray about this. Murray said thought he could fix it up so that work could be done later. R.A.K.

Exhibit No. 1 is looking east from Cape Horn and shows the extreme seamy character of the formation. The seam indicated by A-A extends in a vertical plane from the top of the cliff to the bottom and is diagonal to the front face of the cliff, intercepting it about 20' back from the west face.

Exhibit No. 2 is looking west from Cape Horn. The line indicated by B-B shows where the crevice intercepts the front face of the cliff. This leaves a mass of stone entirely detached from the main cliff.

Exhibit No. 3 looking east shows the lines of cleavage in this detached mass. It will be noted that many of the lines, instead of sloping away from the vertical incline to and beyond the vertical.

It is thought that any future disturbance by blasting might create a condition whereby it would be physically impossible to let the stone down in fragments as has been previously done. Should one of the columns become dislodged, it would be disasterous to all concerned as they extend 200' above the track.

Aside from the extremely hazardous condition that the removal of this additional material would entail, the cost would be prohibitive. Compliance with you demand for an 18½' clearance would involve the removal of

PG 37

Sept. 20, 1921

Mr. S. Murray,
Asst. Chief Engineer,
O. W. R. & N. Co.,
1208 Wells-Fargo Bldg.,
Portland, Oregon.

File

Dear Sir:

In response to your demand that we continue excavation along the bluff at Cape Horn until highway roadway is obtained, the edge of which will be 18½' from the center-line of the railroad company's south track, I beg to request of you that you view the conditions on the ground and give them the attention they merit before we proceed further with this work.

Forces have been engaged since May chiseling down the basalt columns along the face of the bluff and while no accident has occured nor has train service been interrupted, it has been an extremely hazardous operation and will continue to become more so as the work proceeds.

I am enclosing exhibits showing conditions at this place.

Exhibit No. 1 is looking east from Cape Horn and shows the extreme seamy character of the formation. The seam indicated by A-A extends in a vertical plane from the top of the cliff to the bottom and is diagonal to the front face of the cliff, intercepting it about 20' back from the west face.

Exhibit No. 2 is looking west from Cape Horn. The line indicated by B-B shows where the crevice intercepts the front face of the cliff. This leaves a mass of stone entirely detached from the main cliff.

Exhibit No. 3 looking east shows the lines of cleavage in this detached mass. It will be noted that many of the lines, instead of sloping away from the vertical incline to and beyond the vertical.

It is thought that any future disturbance by blasting might create a condition whereby it would be physically impossible to let the stone down in fragments as has been previously done. Should one of the columns become dislodged, it would be disasterous to all concerned as they extend 200' above the track.

Aside from the extremely hazardous condition that the removal of this additional material would entail, the cost would be prohibitive. Compliance with you demand for an 18½' clearance would involve the removal of approximately 6,000 cubic yards of material, which under present working conditions, with the track below, would cost approximately $10.00 per cubic yard and would require upward of a year's time in which to remove it.

This expense and delay seem entirely unjustified in view of the fact that adequate clearance can be provided without further blasting.

Exhibit No. 4 is looking west from Cape Horn and indicates a type of construction that could be used which would give the highway 20' of effective roadway and the railroad 11' of clearance from center-line of its south track. This type of construction would add to the scenic features of both the railroad and the highway. The clearance of 11' as suggested, is 2½' in excess of the clearance which obtained before highway construction work was started, and the railroad is further safeguarded by having the highway as a receptacle for falling fragments of stone.

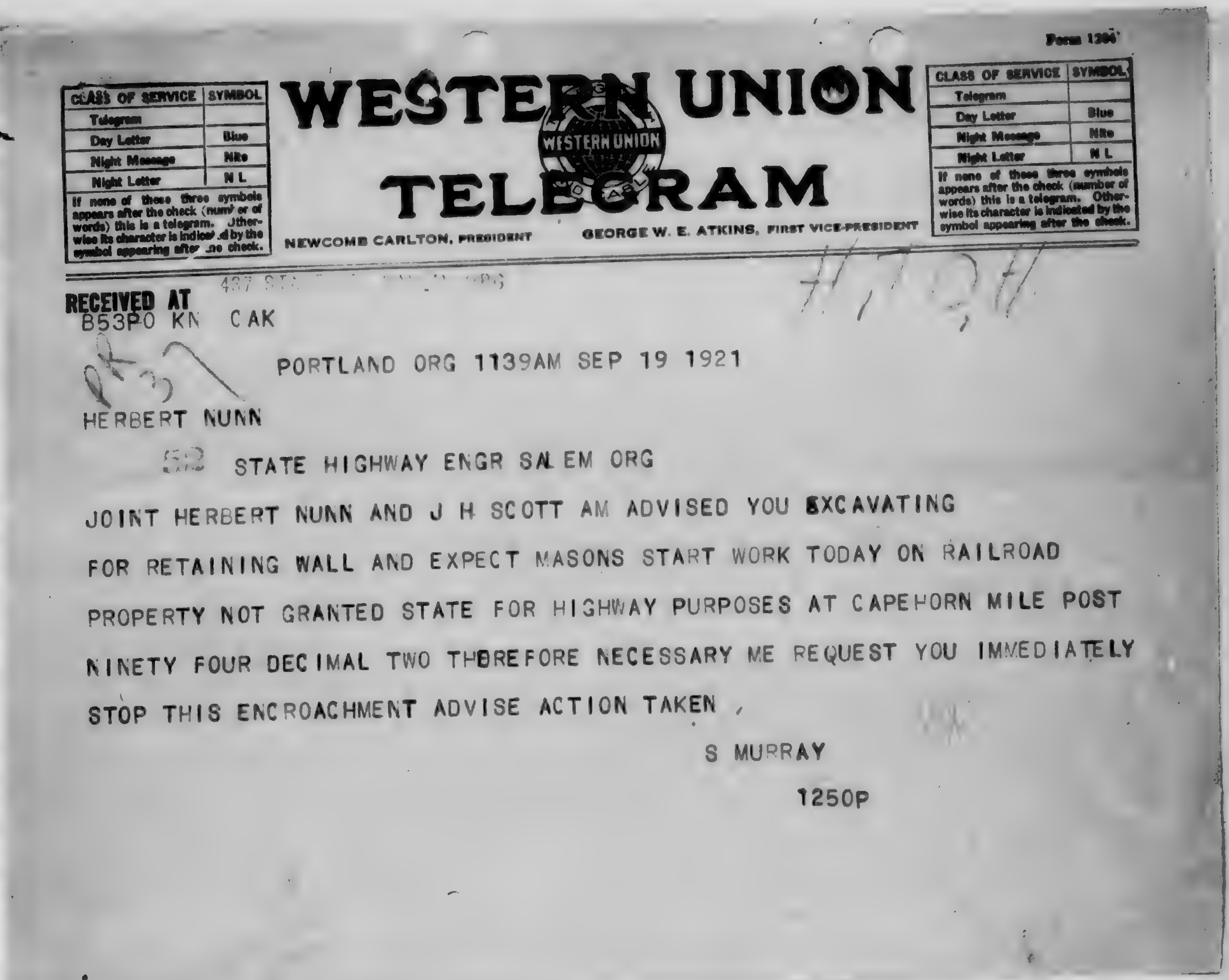
Exhibit No. 5 at the tunnel one mile east of the Deschutes River, No. 6 at Shell Rock Mountain, and No. 7 east of Multnomah Falls, all show instances where a much more restricted clearance than that which we request has been granted, and the physical obstacles encountered are in no wise comparable to those encountered at Cape Horn.

After you have investigated the conditions in the field, will you kindly advise your wishes in the matter.

Very respectfully yours,

State Highway Engineer.

HN:ETH
Enc.



Form 1204

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

437 ST [illegible] ORG

#7[illegible]

RECEIVED AT
B53PO KN CAK

PORTLAND ORG 1139AM SEP 19 1921

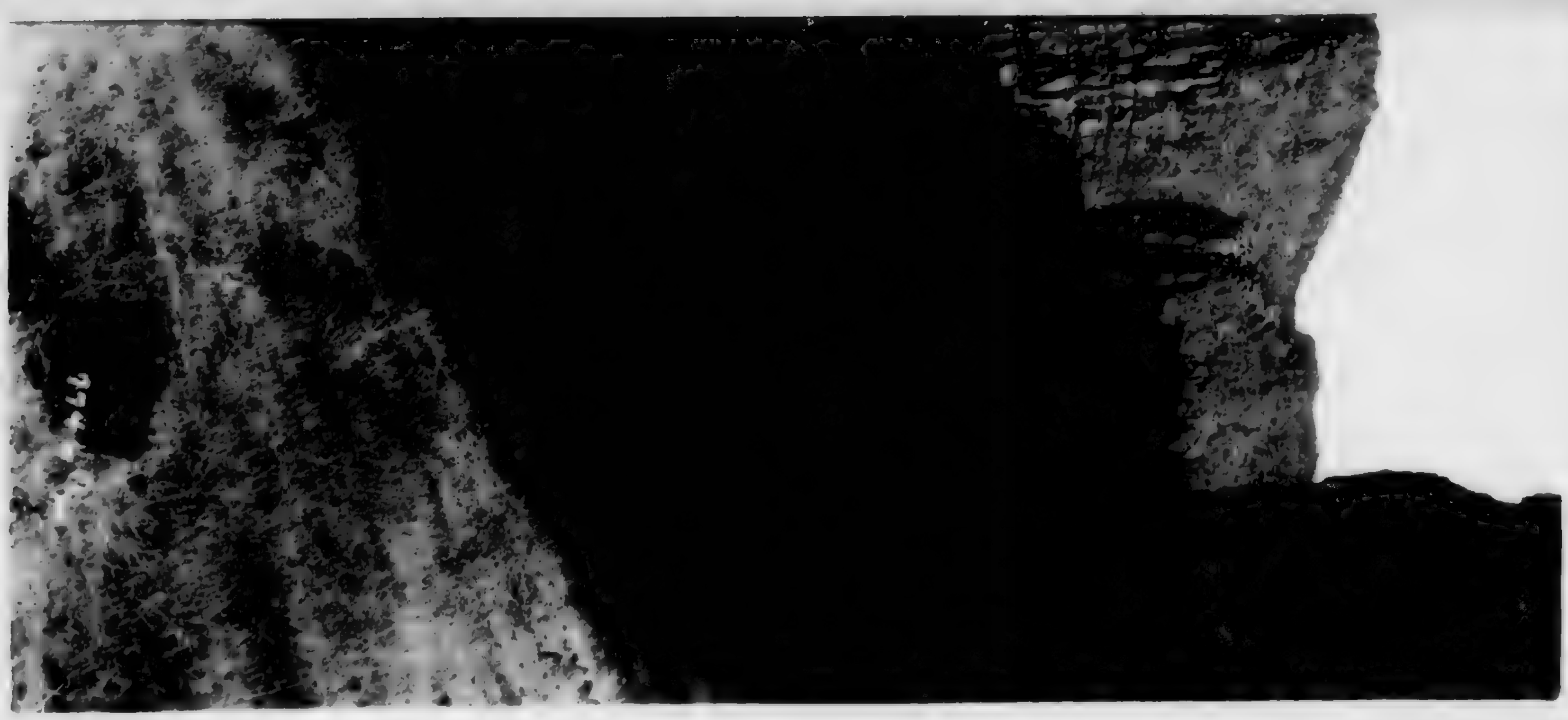
HERBERT NUNN

52 STATE HIGHWAY ENGR SALEM ORG

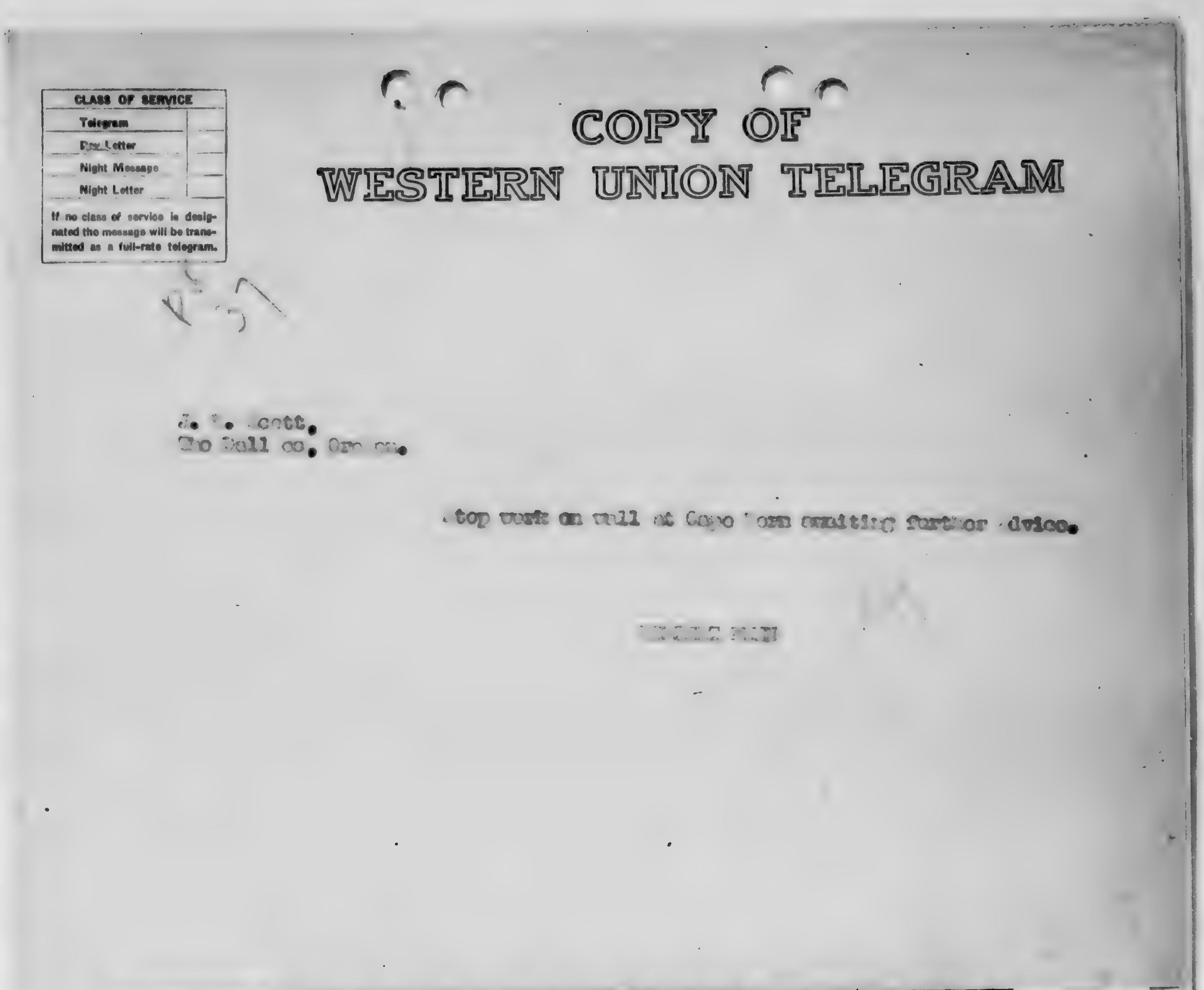
JOINT HERBERT NUNN AND J H SCOTT AM ADVISED YOU EXCAVATING FOR RETAINING WALL AND EXPECT MASONS START WORK TODAY ON RAILROAD PROPERTY NOT GRANTED STATE FOR HIGHWAY PURPOSES AT CAPEHORN MILE POST NINETY FOUR DECIMAL TWO THEREFORE NECESSARY ME REQUEST YOU IMMEDIATELY STOP THIS ENCROACHMENT ADVISE ACTION TAKEN ,

S MURRAY

1250P



No writing on back of this picture



CLASS OF SERVICE	
Telegram	
Day Letter	
Night Message	
Night Letter	
If no class of service is designated the message will be transmitted as a full-rate telegram.	

COPY OF WESTERN UNION TELEGRAM

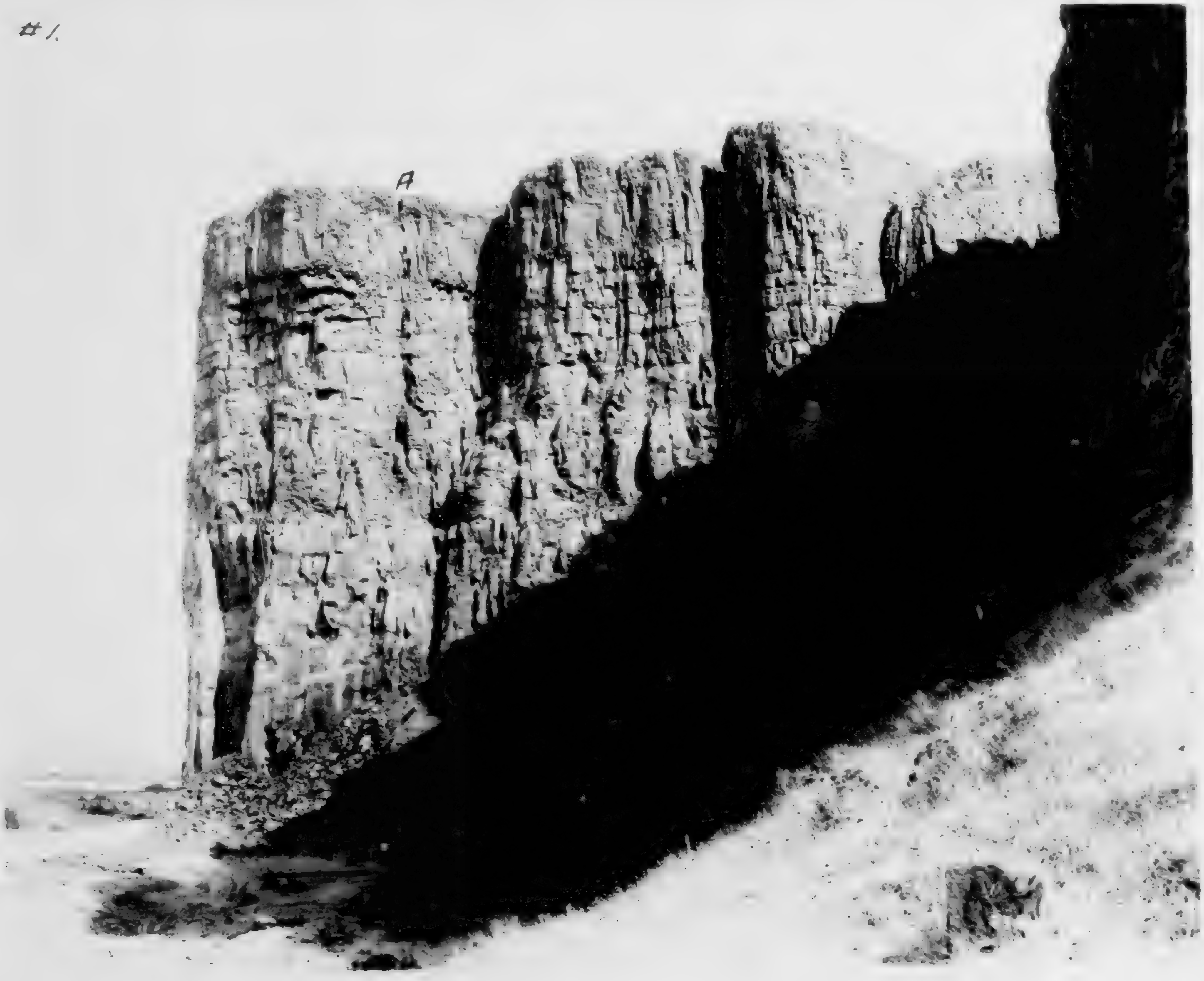
J. [illegible] Scott,
The Dalles, Oregon.

Stop work on well at Cape Horn awaiting further advice.

[illegible]

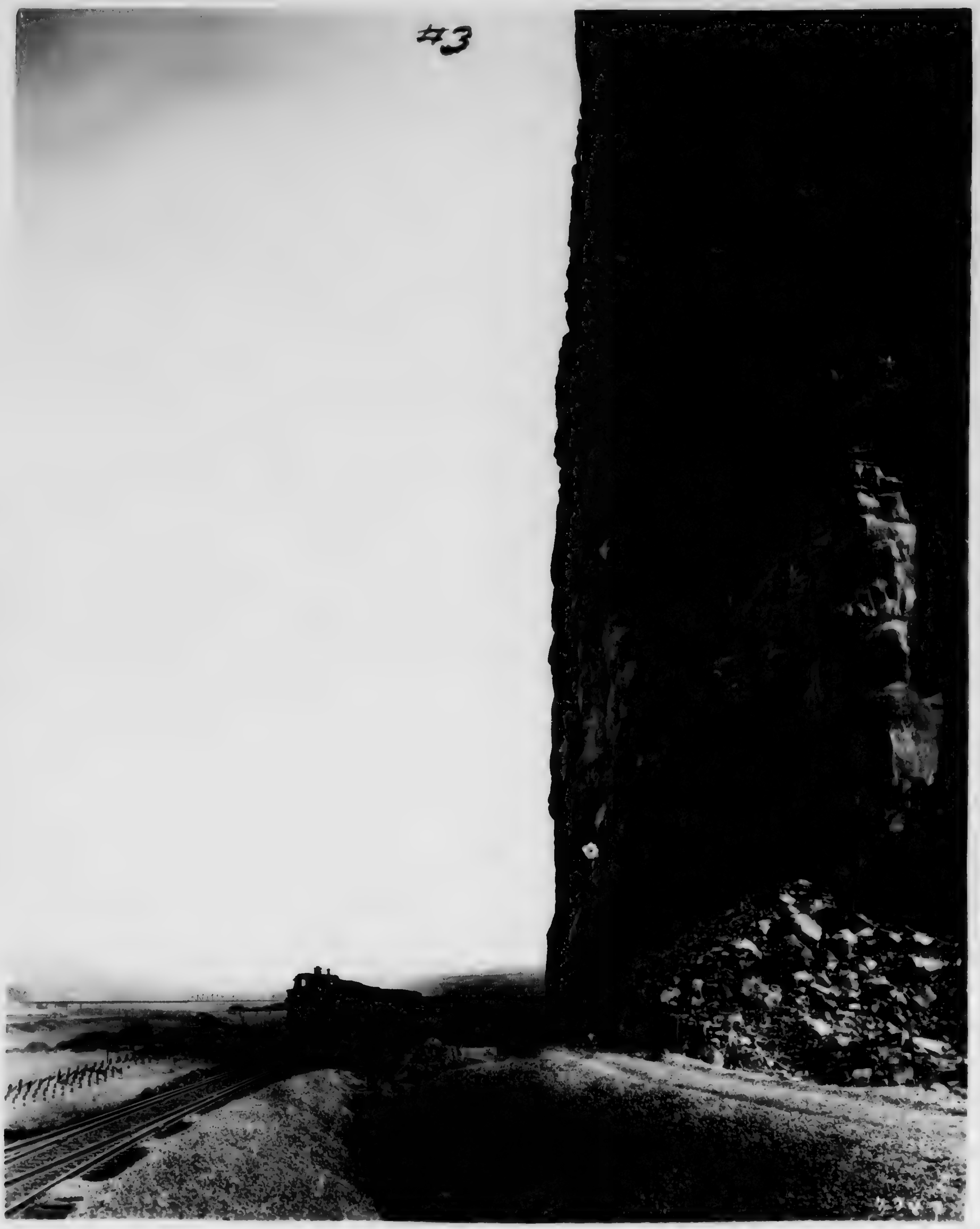
No writing on back of this picture

#1.



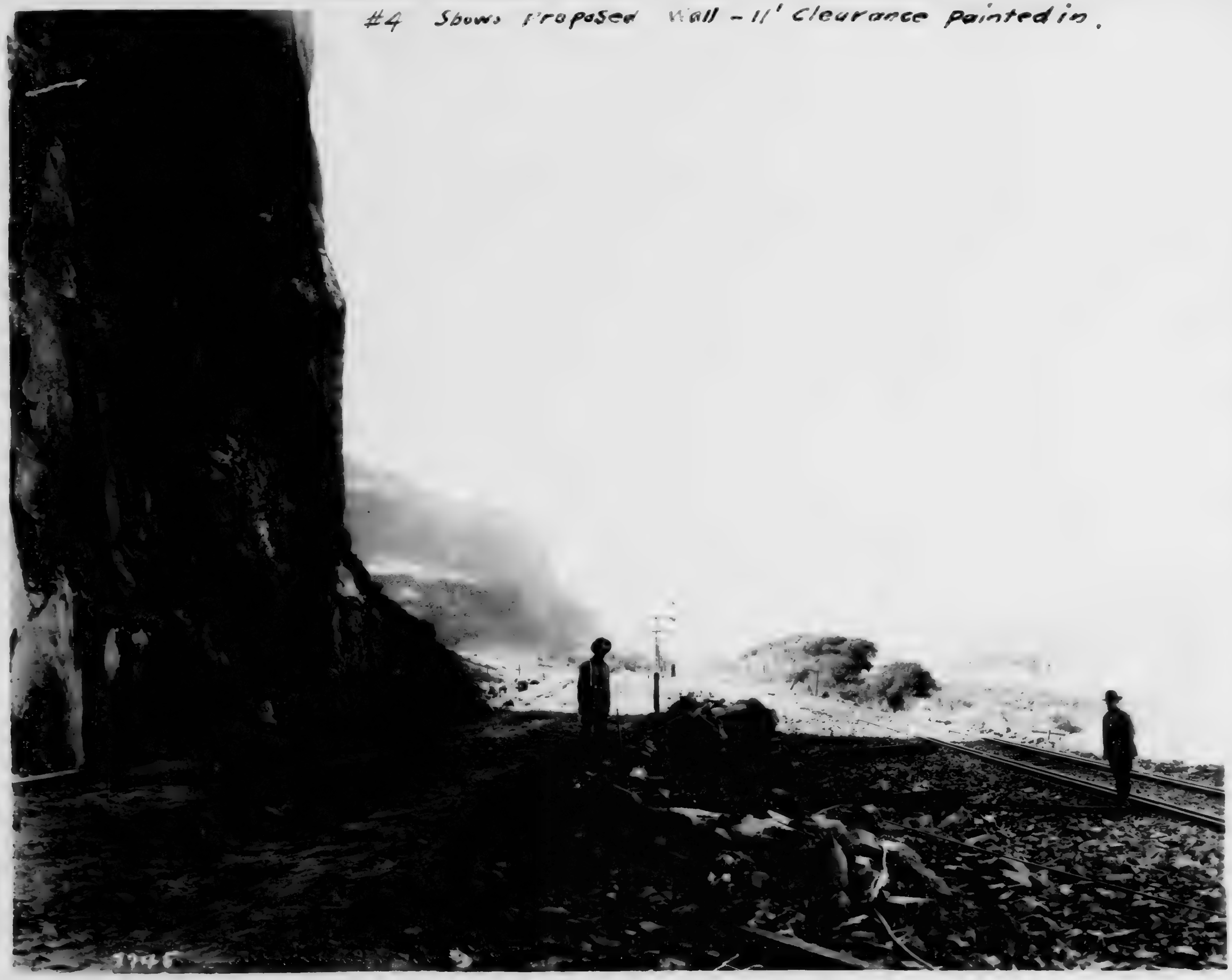
#2

[illegible]



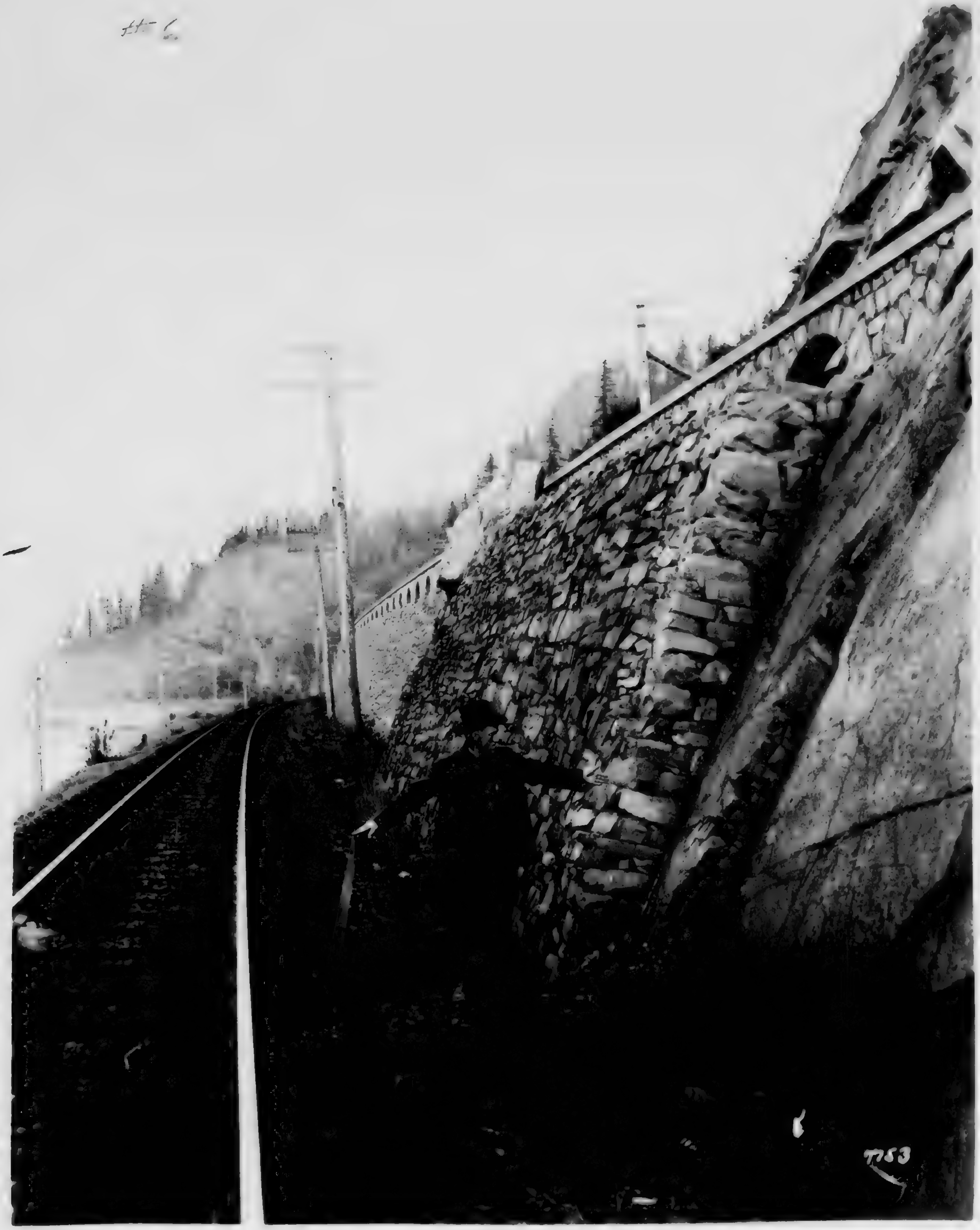
#3

Cape Horn from West.

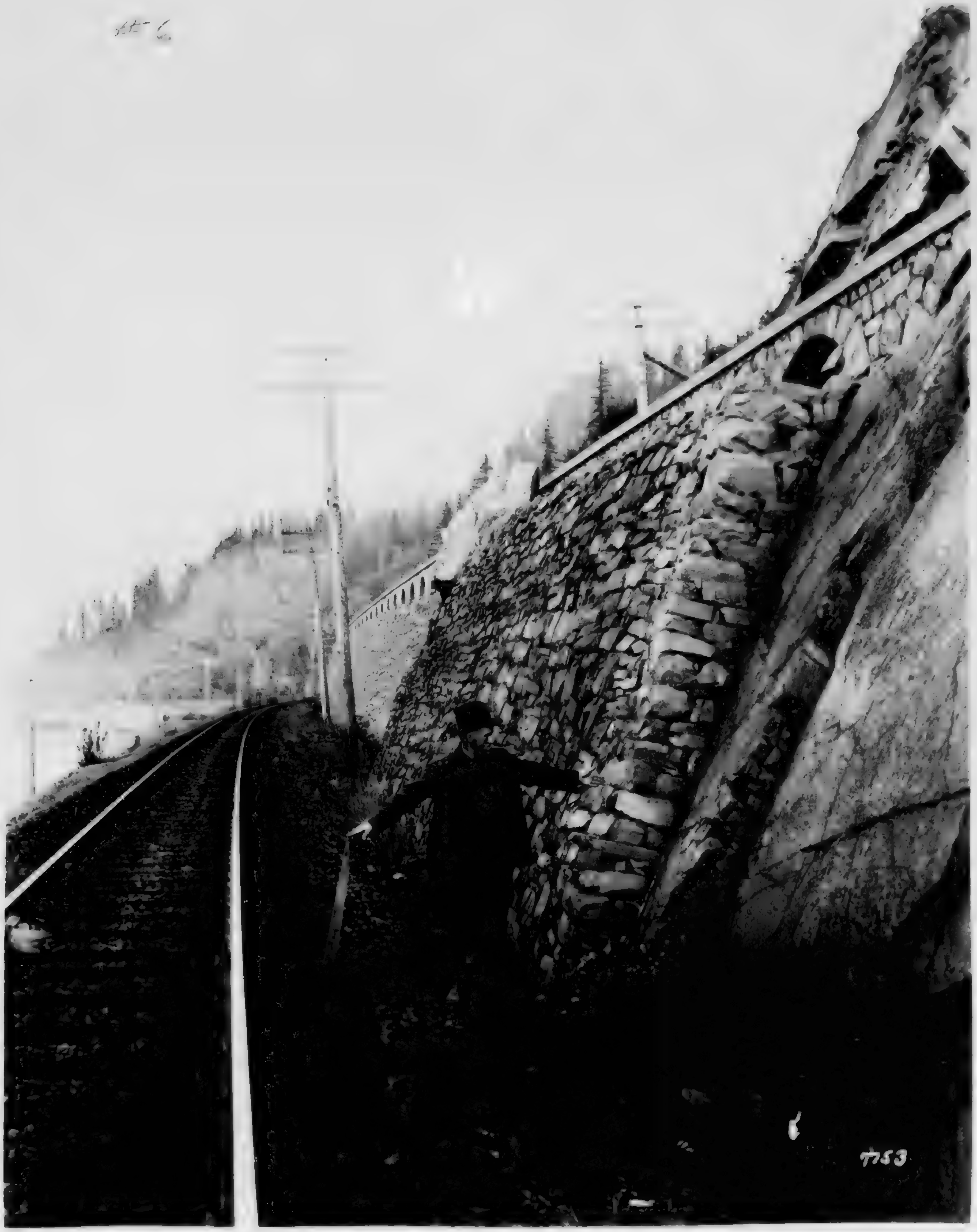


#4 Shows proposed wall - 11' clearance painted in.

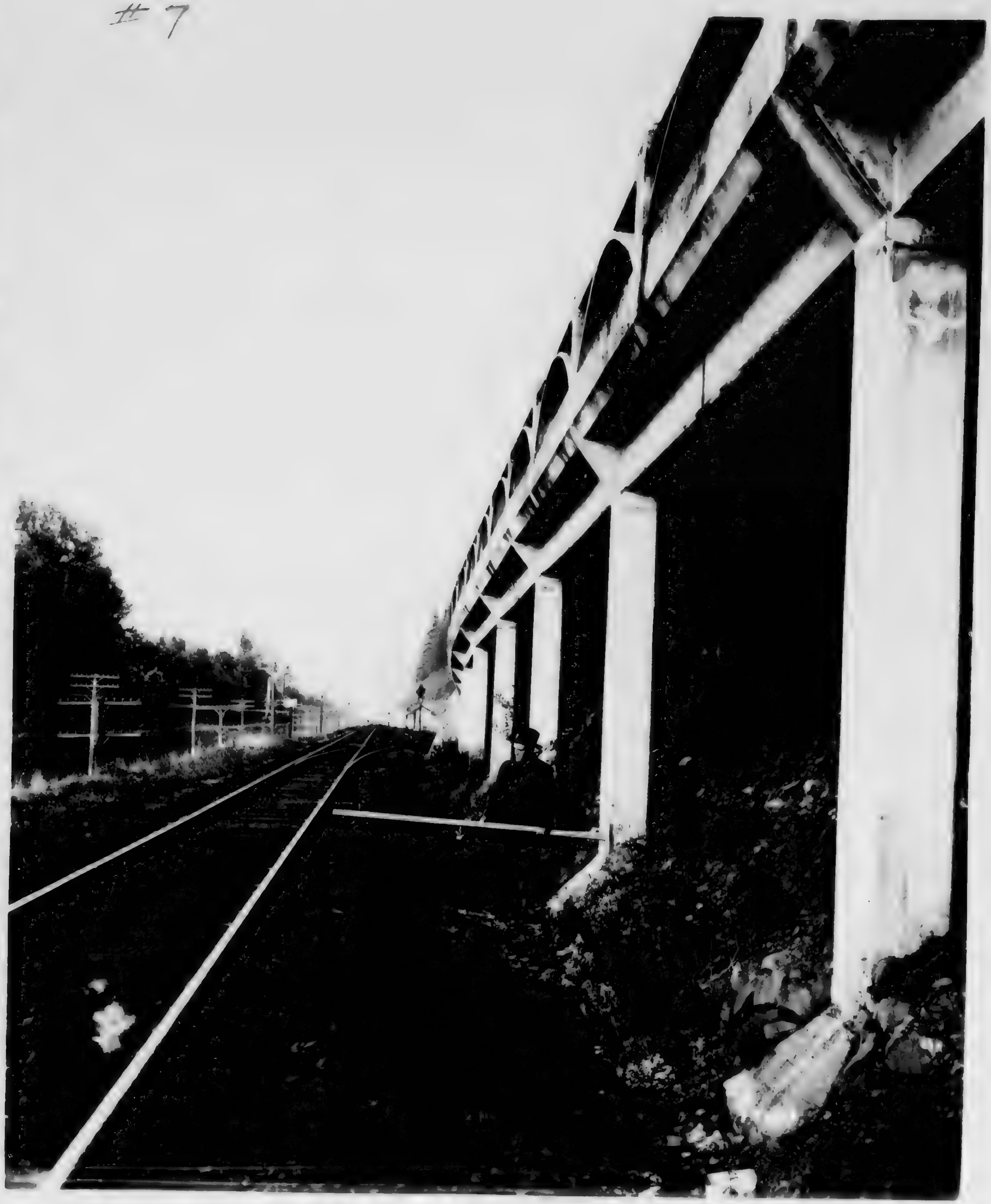
#6



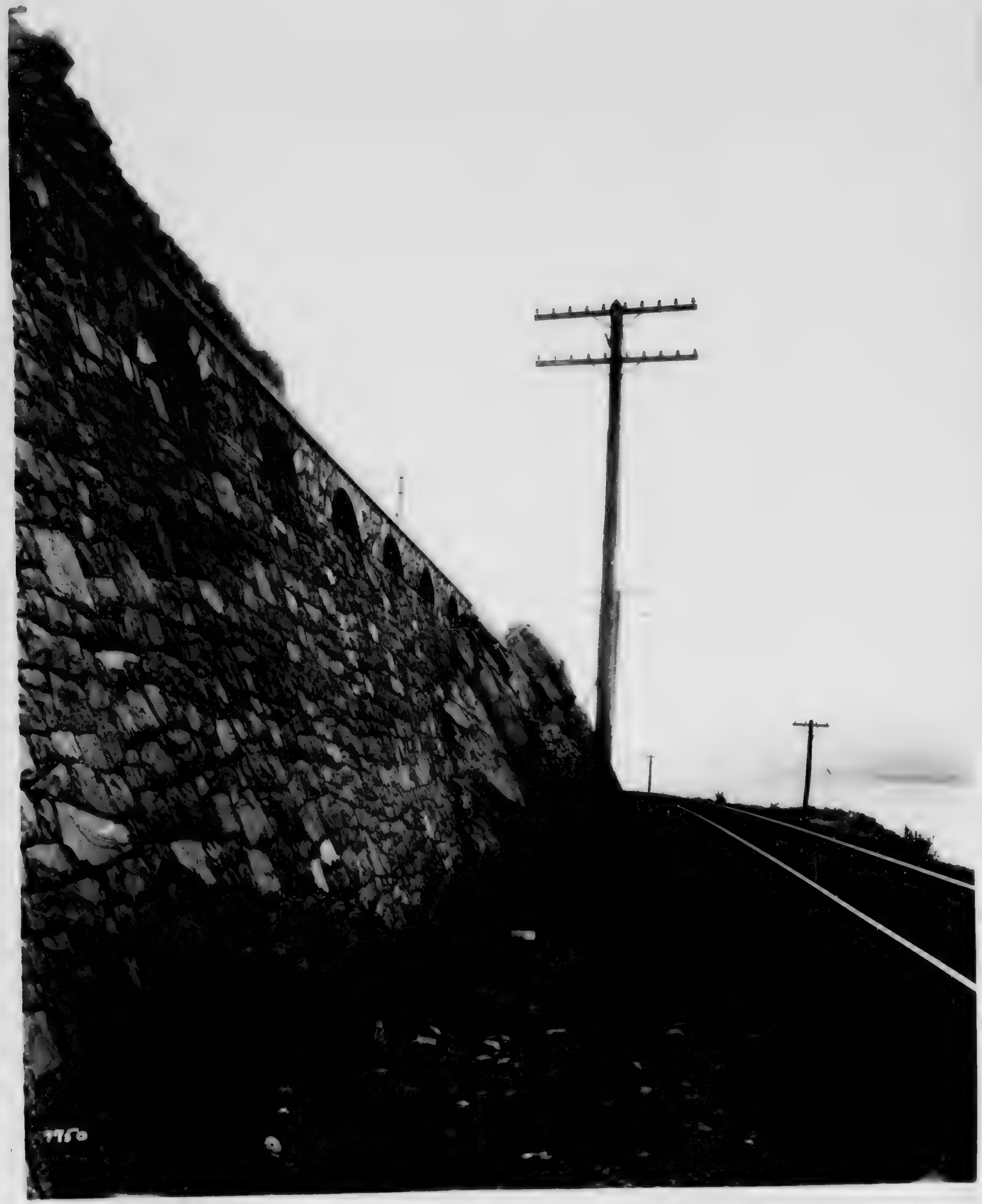
#6



#7

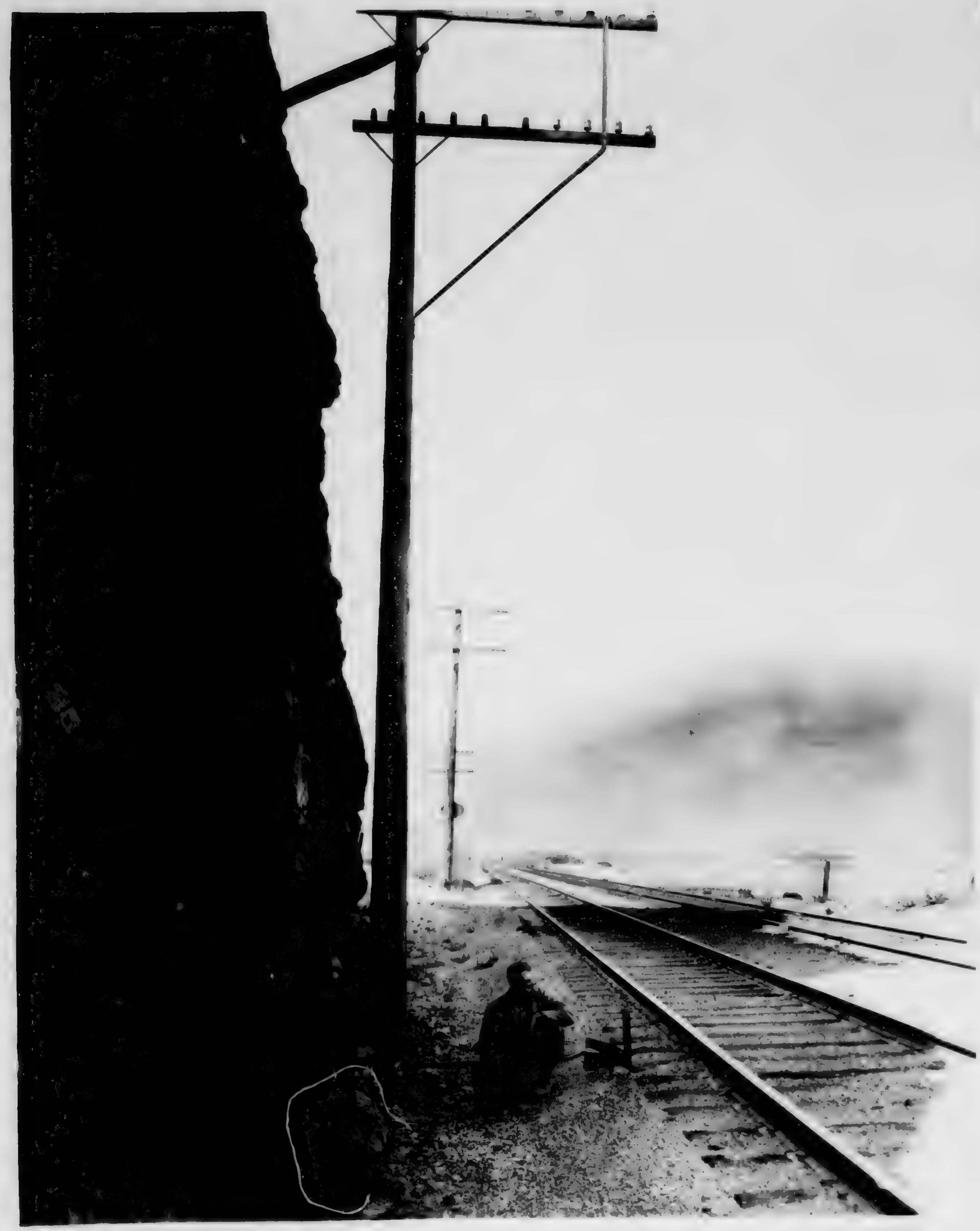


[illegible]



Retaining wall east end of [illegible] showing [illegible] ft. clearance, [illegible] 1 ft.

7750



Outside Deschutes Tunnel looking West.   5 foot clearance

Form 1217

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	
Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

S. Murray
1208 Wells Fargo Bldg.,
Portland, Oregon.

Your wire date Work contemplated at Cape Horn is to provide temporary roadway pending adjustment easement matters STOP Wish you to view site before we proceed with additional trimming of rock bluff. Letter follows.

HERBERT NUNN

Respectfully yours,

J H Scott
B.

J. H. Scott,
Division Engineer.

AMA:kl
1 Encl.

cc Mr. Nunn.

115-36 Form 1206

CLASS OF SERVICE DESIRED	
Telegram	X
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.

Check

Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Portland, Sept. 21st, 1921.

W.U.Frank No.3762

Herbert Nunn, State Highway Engineer,
Salem, Oregon.

Your wire nineteenth highway work at Cape Horn Mile Post ninety four decimal two. Am advised today masonry wall being constructed this point part of which being built on railroad property not granted State for highway purposes. I cannot permit this encroachment; therefore, necessary me request you stop this part of work. My representative has requested Contractors stop the encroachment; also notified Resident Engineer Peck. Advise action taken.

S.Murray

Confirmation

RECEIVED
SEP 23 1921
STATE HIGHWAY ENGINEER

Respectfully yours,

J H Scott

J. H. Scott,
Division Engineer.

JHS:kl
1 Encl.

cc Mr. Nunn.

115-86

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Western Union Frank No. 3762

Portland, Sept. 19th, 1921.

Herbert Nunn, State Highway Engineer,

Salem, Oregon

Joint Herbert Nunn and J. H. Scott. Am advised you excavating for retaining wall and expect masons start work today on railroad property not granted State for highway purposes at Cape Horn, mile post ninety-four decimal two; therefore necessary me request you immediately stop this encroachment. Advise action taken.

S.Murray

9:55 AM

RECEIVED
SEP 20 1921
STATE HIGHWAY ENGINEER

Confirmation

which were mailed out yesterday.

Respectfully yours,

J H Scott

J. H. Scott,
Division Engineer.

[illegible]:kl
1 Encl.

cc Mr. Nunn.

QUOTED
H.N.

331 J - Wall at Cape Horn.
File 47.

The Dalles, Ore., Sept. 8, 1921.

Mr. S. Murray, Asst. Chief Engr.,
Union Pacific System,
85 6th Street,
Portland, Oregon.

Dear Sir:

Attached herewith is a photograph with a sketch of the proposed parapet wall at the Cape Horn Point, on the Seufert-Deschutes Section of the Columbia River Highway. These photographs illustrate the proposed wall somewhat better than the ones which were mailed out yesterday.

Respectfully yours,

J H Scott
D.

J. H. Scott,
Division Engineer.

AMA:kl
1 Encl.

cc Mr. Nunn.

NOTED
H.N.

33PJ - Cape Horn Point.
File 47.

The Dalles, Ore., Sept. 7, 1921.

Mr. S. Murray, Asst. Chief Engr.,
Union Pacific System,
83 6th Street,
Portland, Oregon.

Dear Sir:

In the matter of proposed Highway construction near Cape Horn, on the Seuferts-Deschutes Section of the Columbia River Highway. I have shown on the print, as you suggest, the colored lines showing the guard fence and the parapet wall, also the batter used on our standard walls. In addition to this I have sketched in the parapet on top of the masonry wall over the proposed roadbed section. Also the wall and parapet wall are sketched on the profile showing maximum height.

Herewith two views of the Cape Horn Point just prior to completion of construction, one of which has the wall sketched on. This is a perspective, of course, and is a little hard to show the wall as it would actually appear. On the picture on which the wall is shown you will notice one pinacle which is loose and shows evidence of being shot at the top. This has all been cleaned out.

Respectfully yours,

JH Scott

J. H. Scott,
Division Engineer.

JHS:kl
Encls.

cc Salem.

September 6, 1921

File:

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Mr. C. C. Kelley expects to be in Portland on Thursday, September 8th, and will attempt to get Mr. S. Murray to go over the section of the Columbia River Highway adjacent to Cape Horn, with the idea of getting an immediate settlement.

Until this matter has been definitely decided, you will please keep a watchman on at all times, using a red lantern at night; also, the roadbed should be kept in as good condition as possible.

Very truly yours,

State Highway Engineer.

HN:iR

HERBERT NUNN
STATE HIGHWAY ENGINEER

NOTED
H.N.

OREGON STATE HIGHWAY COMMISSION
SALEM

15PJ - Cape Horn Cut.
File 58.

The Dalles, Ore., Aug. 29, 1921.

RECEIVED
SEP 1 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to your letter of August 25th in regard to letting traffic through at Cape Horn. I took this matter up with Mr. Murray, and he will let us put traffic past this point as soon as we are ready, but states that he has specific orders in regard to the clearance of 18 feet, and will not let us start a wall any closer to the track. He has requested several photographs showing our proposed layout. I am taking a photographer out to this point this afternoon, and as soon as possible will send the prints to your office for your approval and use in following up this matter of clearance.

With good luck we will let travel through by the 1st, but should other seams open it may delay us. However, everything will be pushed as fast as possible.

Respectfully yours,

JHScott

J. H. Scott,
Division Engineer.

JHS:Hl

ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

NOTED
H. N.

OREGON STATE HIGHWAY COMMISSION
SALEM

CPJ - Cape Horn Cut.
File 56.

The Dalles, Ore., Aug. 29, 1921.

RECEIVED
SEP 1 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to your letter of August 25th in regard to letting traffic through at Cape Horn. I took this matter up with Mr. Murray, and he will let us put traffic past this point as soon as we are ready, but states that he has specific orders in regard to the clearance of 18 feet, and will not let us start a wall any closer to the track. He has requested several photographs showing our proposed layout. I am taking a photographer out to this point this afternoon, and as soon as possible will send the prints to your office for your approval and use in following up this matter of clearance.

With good luck we will let travel through by the 1st, but should other seams open it may delay us. However, everything will be pushed as fast as possible.

Respectfully yours,

JHScott

J. H. Scott,
Division Engineer.

JHS:kl

Sept. 3, 1921

Mr. S. Murray,
Asst. Chief Engr.,
Union Pacific System,
83 - 6th St.,
Portland, Oregon.

File PR#37

Dear Sir:

Replying to your letters of August 24th and September 2nd in regard to the Big Eddy overcrossing, we have to advise that work in connection with this overcrossing is now complete and we have written to our field engineers to supply us with quantities and other information pertaining to the work in connection with the construction of the approach fill, which work has been performed by the contractor on the grading of the Seufert-Deschutes Section. As the grading contract has not yet been finalled, we have not in this office the information necessary for preparing our bill against your company. We should be in a position to submit such a bill, however, before October 1st.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ETH

FORM 3010

STANDARD
8-20-5000

UNION PACIFIC SYSTEM

File 74-14-A

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

September 2nd, 1921.

✓Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Will you kindly reply to my letter August 24th in regard to bill from the State Highway Commission to cover our proportion of the cost of the Big Eddy overcrossing.

Yours truly,
S. Murray
R

c/c - Mr. J. P. O'Brien, Bldg.

ANSWERED
SE

FORM 3010

STANDARD
3-20-5M

File No.74-14-A

NION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

August 24th, 1921.

AUG 27 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

ATTENTION - Mr. C. B. McCullough.

Dear Sir:

Will you kindly refer to your lines of February 17th, 1921, in regard to the Big Eddy Over-Crossing and advise if said structure and approaches are now fully completed; also advise, if you can, when we may expect a bill from the State Highway Commission for our proportion of the cost of said structure.

Yours truly,

S. Murray

CC Mr. J.P.O'Brien,
Building.

FORM 5A 5M-3-21

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND,
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

NOTED
H.N.

OREGON STATE HIGHWAY COMMISSION
SALEM

13W - Cape Horn Cut.
File [illegible].

The Dalles, Ore., Aug. 29, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

SEP 2 1921
STATE HIGHWAY

Dear Sir:

I have just returned from a trip up to the Cape Horn cut. Several pictures were taken of the work, and these Mr. Peck will send to you in a day or so. These show the railroad tracks, the proposed wall, and the cut, showing the difficulty of getting the extra six feet of width.

A large pinacle or pillar was undermined when the first tunnel was started, and in getting a smaller pillar the large pillar slid out at the bottom. All of the shooting of any consequence is done now at this point. There is one more toe shot and about two very light clean-up shots on the face. Also there is very little material to muck out. Barring serious breakdowns of machinery, the road will be open to traffic next Saturday evening, September 3rd, and after that maintained open continuously. A watchman will be kept on here at all times for the present in order to protect the railroad tracks from traffic and falling rocks, should any fall, and to control traffic on the 18 foot roadway which we will use until the wall is constructed.

The pictures should show a great deal. They should show the impossibility at this time of getting back farther. One point to be argued with the railroad company is that now they will really have a clearance of about 16 to 18 feet, where before we went into this bluff they had only 9 feet of clearance. Even with the low wall they will have more clearance than they did have, and any rock loosening and falling from the cliff will fall into our roadbed instead of onto the track. It seems to me that we have given them a great deal additional safety, and two feet more operating width. It seems that this should be a strong point and that they should be willing to consent to this on this account.

Respectfully yours,

J. H. Scott

J. H. Scott,
Division Engineer.

JHS:Hl

FORM 4 5M-6-21
R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

NOTED
H. N.

35PJ - Detour at Tunnel.
File 58.

The Dalles, Ore., Aug. 25, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to the last paragraph of your letter of August 24th, which enclosed a clipping consisting of an editorial in The Dalles Chronicle in regard to a detour at Cape Horn.

This idea of a detour at this place was originated by the Pendleton Auto Club. The secretary called me up by 'phone and I explained that the detour was not possible, and offered to go over the ground with him and make an estimate of cost, time, etc., but after making an appointment he never showed up. Immediately after the publication of this editorial I went to the Chronicle people and explained in detail why a detour was not feasable. Since then there has been no more agitation for a detour.

The detour would be about three miles in length, cross the O.W.R.&N. tracks just west of the Deschutes Bridge, and cross back at Dillon Station. The distance between these two crossings is approximately three miles. In the first place the crossings are private crossings put in for the Canal people or F. A. Seufert, and are not public crossings. The three miles between the two crossings is either blow sand or spoil banks from canal construction. The entire distance would have to be planked or gravelled before becoming suitable to turn the volume of traffic through that would use this detour. This detour would not have been possible until about two or three weeks ago, as it was only at that time that the gravelling operations reached Dillon. Taking all things into consideration, I do not think it would have been possible to have made the detour, as the railroad and cost would have been prohibitive considering the advantage obtained.

About two weeks ago reports came in that a man was on the Deschutes Hill near the old Moody Toll Bridge with a team, and charging exhorbitant prices for towing cars through the sand. The next day I hired this team, and keep the team on the road all the time, and have put up signs that there are no charges for towing cars stuck in the sand. If we can get the consent of the Railroad Company, traffic will be routed through the Cape Horn cut by September 1st.

Respectfully yours,

J H Scott
L

J. H. Scott,
Division Engineer.

JHS:kl

August 27, 1921.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Ore.

File PR#37

Dear Sir:

In accordance with your recent instructions we are today mailing to Mr. S. Murray a blue print showing the relation of the Columbia River Highway to the O. W. R. & N. track at about Station 1570 of the Seufert-Deschutes River Section. Under separate cover we are sending you two blue print copies together with the original tracing.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ETH

August 25, 1921

File: PR#37

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Your letter of August 23rd, enclosing tracing of the cut at Cape Horn, is received.

Blueprints of this proposed construction will go out to Mr. Murray, and to your office, today.

As per my request over the telephone, last Tuesday, please get in touch with Mr. Murray, and, if possible, come to some understanding with him regarding opening this section.

It is my opinion that the railway company will not offer any objections to opening the road immediately, provided proper precautions are taken for the safety of the traveling on the road and due protection is given the railroad company.

Very truly yours,

State Highway Engineer.

[illegible]

RATT, HEPPNER } COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33PJ - Walls.
File 47.

The Dalles, Ore., Aug. 23, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

REFERRED TO [illegible]
H. N.

Dear Sir:

Attached is a tracing showing the proposed construction at Cape Horn, on the Columbia River Highway between The Dalles and the Deschutes River. This is information requested by Mr. S. Murray, Assistant Chief Engineer of the Union Pacific System. His request was for a plan showing the proposed wall and parapet and standard guard fence to be used at this point. Will you please forward a blue print to him, and also forward two blue prints to this office.

We expect to have the excavation at this point all cleaned up and the gravelling over by September 1st, and ready to let traffic through. The necessary wall will not be constructed by this time, but we can get a 12 foot roadbed next to the wall, and by putting a flagman on can let traffic through with perfect safety. The present road between The Dalles and the Deschutes is in very bad condition, and so many cars were getting stuck on the hill that about a week ago I put on a team to help cars over this hill. The public are very impatient and want to get through on the lower line. Many of them are deferring trips until we open this road. My understanding is that we are not to let traffic through until we have the consent of the Railroad Company.

As we are through with the excavation and ready to build the wall, the matter of the clearance comes up, the railroad people asking 18 feet, which it is impossible to get, and we are expecting to use 11 feet, as in all other encroachments. I believe it was the plan to call a conference on the ground between the railroad people and engineers of this department. This should be done some time this week, or very early next week, so as not to delay work on the wall.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl
1 Encl.

August 9, 1921
File:

Mr. C. L. McKesson,
Acting District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Dear Sir:

Your letter of August 6th, in re Federal Aid Project No. 37, received.

I have requested Mr. J. E. Scott, Division Engineer, to take up the matter of planking connecting track at station 1683 across S. P. & S. railway.

Very truly yours,

State Highway Engineer.

HN:K

6

D STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

OUR REPLY PLEASE
REFER TO FILE No.

August 6, 1921.

RECEIVED
AUG 9 1921
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Herewith copy of recent inspection report on Oregon Federal Aid project No. 37.

You will note particularly the recommendation as to additional planking required at the crossing of the S. P. & S. Ry. connecting track at Station 1633. Will you kindly take this matter up with the railroad company and see that planking is provided for the full width of the gravel surfacing.

Yours very truly,

C J McKesson
Acting District Engineer.

Supert - Hamilton

Respectfully yours,

J H Scott

Division Engineer.

JHS:kl
cc Mr. Nunn.

R
R
37

33PJ - Walls.
File 47.

The Dalles, Ore., July 29, 1921.

Mr. S. Murray, Asst. Chief Engr.,
Union Pacific System,
1206 Wells Fargo Bldg.,
Portland, Oregon.

RECEIVED
AUG 1 1921
STATE HIGHWAY ENGINEER

Dear Sir:

Your File No. 115-36, addressed to Herbert Nunn, State Highway Engineer, under date of July 25th, has been referred to me.

At the Highway tunnel point on the Seufert-Deschutes Section of the Columbia River Highway, at your Mile Post 94.2, and your Mile Post 98.6, it is the intention to use rock wall and rock parapit wall. At the Deschutes Tunnel, Mile Post 98.6, at the east side of the tunnel the wall proper is already constructed, and is some 400 feet in length. In the near future we will erect parapit wall on top of this slope wall, and from the end of the wall will run standard guard fence out to an intersection with your right of way fence line, the wall taking up nearly the entire distance. At the west end of the tunnel we are over close to your track, and will use the standard guard fence.

At Mile Post 94.2 we expect to use something over 600 feet of wall, and on top place our standard rock parapit wall, which is 41 inches in height above the top of pavement grade, or about 50 inches above the present grade. This 600 feet will not carry to your right of way fence line, but carries the edge of the roadbed well away from your track, probably from 35 to 40 feet. The intervening distance will be fenced with standard guard fence.

I cannot give you the exact length, but this is the plan that we expect to use in completing the work.

Respectfully yours,

J H Scott

Division Engineer.

JHS:kl
cc Mr. Nunn.

July 28, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-37

Dear Sir:

In your letter of July 21st you recommend the use of water in the construction of the gravel surfacing of Federal Aid Project No. 37.

This will inform you that reports from our Division Engineer indicate that the arrangements have recently been made for the sprinkling of this surfacing.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. I

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST-OFFICE BUILDING
PORTLAND, OREGON

July 21, 1921.

Seufert - Deschutes R.
PR#37

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Herewith copy of a recent inspection report on Oregon Federal Aid project No. 37.

Your attention is called especially to the recommendation for the use of water on the gravel surfacing.

Very truly yours,

CHPurcell
District Engineer.

State report dated July 19th indicates that surface is being watered as per recommendation of Bureau.
SHP

ANSWERED
S.H. [illegible]

Oregon
37
One

District Engineer, Portland, Oregon July 16, 1921

xxxxxxxxx
xxxxxxxxx

xxxxxxxxxx

Columbia River Hwy., Seuferts-Deschutes

Wasco

July 13, 1921. A. F. Morris

Highway Engineer.

Inspection made with J. E. Peck, Res. Engineer, State Highway Department.

Project consists of 12.5 miles of grading, surfacing and structures.

Equipment:- Rock crushing plant at Five Mile Rapids opposite Sta. 1365 equipped with two jaw crushers and two traction engines for power; four 4-yd. trucks; two blade graders and two fresnos.
The gravel crushing and screening plant at Celilo has been dismantled and removed.

Working force:- 12 men in rock cut at Sta. 1568; 25 men and 6 teams surfacing.

Work in progress:- Rock cut at Sta. 1568; surfacing Sta. 1460.

Work done to date:-
Grading completed except between Sta. 1565 and 1570; approximate quantities to date:- common excavation 79,000 cu.yds.; intermediate excavation 30,450 cu.yds.; solid rock 46,500 cu.yds.; overhaul 130,000 yds.; tunnel 90 lineal feet; solid rock undercut excavation 18 cu.yds.; hand placed rock slope 630 sq.yds.
Structures:- All complete except headwalls for small pipe culverts. Total for small structures:- 12" pipe 1037 ft.; 18" pipe 230 ft. 24" pipe 232 ft.; 36" pipe 40 ft.; class A concrete 33 cu.yds.; class C concrete 162 cu.yds.; metal reinforcement 2269 lbs.; rubble masonry 406 cu.yds. guard fence 1433 ft.
Surfacing:- Sta. 1188 to 1460; Sta. 1522 to 1561 and Sta. 1575 to 1848; total to date 26,400 cu.yds.
Fully completed road:- About 10 miles, practically completed.
Project 94% completed.

Quality of work:- Good. East of Dillon the gravel surfacing is in excellent condition. West of Sta. 1460 the condition is fair but should have more continuous dragging. The Resident Engineer was requested to see that this work be done.

Rate of progress:- Slow. Surfacing was suspended for about three weeks on account of high water which flooded the plant and pit. Work was resumed at the Five Mile Rapids surfacing plant about a week ago.

Recommendations and Remarks:- Owing to the extremely dry condition of the roadway and surfacing material, the use of water on the portion yet to be surfaced seems quite desirable. The Highway Department has a pump and pipe line on the ground and water is available in the Celilo Canal.

Photographs:- Attached.

PR #37

July 16, 1921

Seufert-Deschutes Section,
Columbia River Highway,
Alterations in details of
construction, Tunnel No. 2,
Contract No. [illegible].

Mr. Herbert Nunn,
State Highway Engineer,
O f f i c e.

Dear Sir:

Attached hereto is a claim of James F. Clarkson & Company, occasioned by changes in details of construction at Tunnel No. 2, Seufert-Deschutes Section of the Columbia River Highway in Wasco County, Oregon.

The tunnel location is approximately one mile west of the Deschutes River, at station 1799 plus 50.

Contract for this section was awarded March 25, 1920. The alignment upon which the contractor bid is shown in green on the accompanying blue print and includes seventy-five feet of tunnel excavation. The O.W.R.R. & N. Railroad Company's officials, however, raised objection to our plan of construction, claiming that an open cut adjacent to their tracks easterly from the proposed tunnel would endanger their railroad property and interfere with the safe operation of their trains, and insisted that we move back into the bluff, constructing a tunnel approximately six hundred feet in length. We strenuously objected to this scheme and after considerable negotiations, a compromise was effected whereby it was planned to tunnel between stations 1799 plus 10 and 1799 plus 90, to open cut between stations 1799 plus 90 and 1800 plus 75 and to again tunnel between stations 1800 plus 75 and 1802 plus 15. This plan is indicated by white on the accompanying print.

Construction on this plan was started at the east portal of the easterly tunnel. Massive, seamy rock was encountered in the heading and work was stopped pending further negotiations with the railroad people.

The railroad officials finally agreed to a revision as shown in yellow on the accompanying plans, provided the state would install a gantlet track at their expense. Construction was finished to this plan, which is practically the same location as was originally proposed and turned down by the railroad people.

PLEASE [illegible] & RETURN TO SECRETARY FOR FILING

During the interval between April 25, 1920, at which time the contractor was assembling equipment and forces for the prosecution of the work on the original plans, and November 22, 1920, at which time final approval was granted by the railroad officials for the final plan, the contractor had three separate station gangs on the work but due to delays and the character of the rock encountered, was unable to hold them. The contractor later was forced to do the work by day labor, being unable to again sub-let the job.

It is considered a fair adjustment to the contractor to allow actual expenses incurred from the time forces were first assembled to the time final location was approved by the railroad, deducting such amounts as were paid on estimates on a unit price basis, and to let the unit price under the contract govern for all work done subsequent to the approval of the final plan. It will be noted in checking the contractors' bills that only the item of board and money advanced, is included with the account of the first two station gangs. This is because of the fact that the men left the job without complying with the terms of their respective agreements with the contractor. The state, however, should be released from further obligation to the contractor.

Under this arrangement the contractor would be entitled to the following:

Board, Ben Carlson & Co., April		$315.00	
Materials furnished, Ben Carlson & Co.		50.95	
Board, E. Hagberg & Co., May		63.00	
Labor furnished by E. Hagberg & Co., May		74.75	
Rental of compressor, May		60.00	
Board, E. Hagberg & Co., June		156.00	
Labor furnished by E. Hagberg & Co., June		187.44	
Rental of compressor, June		170.00	
Partial payment advanced to stationmen		300.00	
Materials furnished, E. Hagberg & Co.		150.40	
Labor furnished by John Haakn & Co., July		214.22	
Labor furnished by John Haakn & Co., August		1,097.61	
Materials furnished by John Haakn & Co., Aug.		336.70	
Labor and miscellaneous, May to October, exclusive of station gangs		787.16	
Western Union Telegraph Company bills, pro rata		477.24	
Total			$4,439.35
Less:			
950 cu. yds. solid rock @ (paid on estimate)	$2.50	$2,375.00	
Net Amount			$2,064.35

It is therefore, recommended that the contractor be allowed $2,064.35 as an adjustment on this work and that this be accepted as full payment of this claim, and that the state be released from any further obligation.

Complete file of correspondence relative to this matter is attached hereto.

Respectfully submitted,

Assistant Engineer.

CCK:LM
Encls.

June 27, 1921

F. F. Korell,
1212 Gasco Bld'g.,
Portland, Ore.

Dear Sir:

On behalf of the State Highway Commission I acknowledge receipt of your letter of the 25th., advising that James F. Clarkson & Company has paid the claim of L. Johnson & Company for labor and material performed or furnished on the Seufert Deschutes River Section of the Columbia River Highway, and that the said contractor has also paid the individual claims of Ole Swanson, Oscar Johnson, and Swan Carlson.

Thanking you for this information,

I am

Yours very truly,

JMD:AF Assistant Attorney General.

FRANKLIN F. KORELL
LAWYER
PORTLAND, OREGON

RECEIVED
JUN 27 1921
STATE HIGHWAY ENGINEER

June 25, 1921.

To the State Highway Commission,
State House,
Salem, Oregon.

Gentlemen:

I wish to advise you that James F. Clarkson & Company have fully settled and satisfied the claim of L. Johnson & Company which I filed with your department some time ago, for labor and material performed on the Seuffert-Des Chutes River Section of the Columbia River Highway in Wasco County, State of Oregon, and also the individual claims of Ole Swanson, Oscar Johnson, and Swan Carlson, and that all of said parties have executed released to James F. Clarkson & Company acknowledging full settlement of their respective claims.

Kindly place this letter in your files, and oblige.

Yours very truly,

F F Korell

F -K.
1212 Gasco Building.

PR
37

July 2, 1921
File:

Seufert-Deschutes
OK

Mr. S. Murray, Assistant Chief Engineer,
O. S. R. & N. Company,
83 Sixth Street,
Portland, Oregon.

Dear Sir:

In re. encroachment in the Seuferts-Deschutes Section of the Columbia River Highway at mile post 94.2.

The matter regarding this encroachment was placed in the hands of the Division Engineer, with instructions to secure the full 18.5 feet from the centerline of the nearest track, if practicable. Since those orders were given, I have not inspected the work and do not know at this time how the rock is breaking, but expect to visit that point within the very near future and would like very much to have you accompany me. In the meantime, we will continue to cut away the bluff and will endeavor to meet the wishes of your company.

The Department feels that your company should be as lenient with us as possible at this encroachment, as we are no doubt removing a point of great danger to the railway traffic and doing a work which will be of great benefit to your train operation.

Very truly yours,

State Highway Engineer.

HN:E

Form 3010

STANDARD
3-20-08

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

[illegible] SIXTH STREET
PORTLAND, OREGON

ANSWERED
HERBERT NUNN

June 30th, 1921.

R[illegible]D
JUN 2 - 1921
ST[illegible] ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

Please see my letter June 3rd in regard to encroachment in the Seuferts-Deschutes of the Columbia River Highway at mile post 94.2.

Our management has again called my attention to this matter, which I am again bringing specially to your notice in view of our desire to have the edge of the highway located not nearer than 18-1/2 feet from the center line of our nearest track, while I am advised that the stakes as now set in the highway bring the encroachment as originally contemplated, namely 11 feet from the center of track.

I presume you will desire to comply with our wishes in this matter and will so advise me.

Yours very truly,

SR 37

Seufert & Deschutes

June 2, 1921

Mr. Franklin F. Korell,
Attorney at Law,
1212 Gasco Building,
Portland, Oregon.

Dear Sir:

In reply to your inquiry of May 26th, I am enclosing herewith an original copy of a letter from our Resident Engineer, J. B. Peck, relative to the claim of L. Johnson & Company against James F. Clarkson & Company, for work performed between the Deschutes River and Seufert Section of the Columbia River Highway in Wasco County.

Inasmuch as we did not have the names of the men performing this work in our office records, it was necessary to send to the resident engineer for the information, consequently, a reply has been delayed.

You will note that an affidavit as to the correctness of the above is not included but if you desire the same, would suggest that you prepare a form of affidavit and send to Mr. Peck for execution.

Very truly yours,

Secretary.

HAK:LM

Have written to Peck for estimate of quantities as requested in this letter. No other action taken. JHP

1921.

Secretary of State Highway Commission,

State House,

Salem, Oregon.

Dear Sir:

Will you kindly send me a certified copy (under the seal of the Highway Department) of the notice of claim of L. Johnson & Company against James F. Clarkson, for work performed upon the Seufert-Des Chutes River Section of the Columbia River Highway, in Wasco Conty, State of Oregon, also certified copy of Enginerr's Estimate for the work performed between stations 1567 plus 75, 1575 plus 16, 1798 plus 30, 1799 plus 80, at your earliest convenience, and oblige,

Yours very truly,

FPV-K.

1212 Gasco Building.

MAY 26 1921
STATE HIGHWAY ENGINEER

FRANKLIN F. KORELL
LAWYER
PORTLAND, OREGON

May 25, 1921.

Mr. Roy Klein,
Secretary of State Highway Commission,
State House,
Salem, Oregon.

Dear Sir:

Will you kindly send me a certified copy (under the seal of the Highway Department) of the notice of claim of L. Johnson & Company against James F. Clarkson, for work performed upon the Seufert-Des Chutes River Section of the Columbia River Highway, in Wasco Conty, State of Oregon, also certified copy of Engineer's Estimate for the work performed between stations 1567 plus 75, 1575 plus 16, 1798 plus 30, 1799 plus 80, at your earliest convenience, and oblige,

Yours very truly,

F F Korell

FFK-K.

1212 Gasco Building.

MAY 26 1921
STATE HIGHWAY ENGINEER

May 27, 1921

Mr. J. E. Peck,
Resident Engineer,
The Dalles, Oregon.

File

Dear Sir:

Mr. F. F. Korell, a Portland attorney, has requested a certified copy of the engineer's estimate of work performed between Sta 1567 + 75 and 1575 + 16, and between Sta 1798 + 80 and 1799 + 80.

As this information cannot be definitely determined from your monthly estimates, we would request that you immediately supply us with estimates of the quantities between these stations.

It appears that this information is desired in connection with a claim of L. Johnson & Co. against Jas. F. Clarkson & Co.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET
c. c. to J. H. Scott.

P2 37

COPY

The Dalles, Oregon.
May 31, 1921

Seufert-Deschutes

Mr. Herbert Nunn,
State Hwy. Engineer,
The Dalles, Oregon.

Dear Sir:

Your letter of May 27th requesting estimate of work performed between sta. 1567 plus 75 to 1575 plus 16 and between sta. 1798 plus 80 and 1799 plus 80. Please find below a statement of material moved on the two jobs.

Sta. 1567 plus 75 to 1575 plus 16	324.0 cu. yds.	Int. Exca.
	555.0 " "	S. Rock "
	18.0 " "	S. R. Under cut Exca.

Above work was done by Billy Colniso & Co.

Sta. 1798 plus 80 to 1799 plus 80

1798 plus 74 to 1799 plus 64	90.0 lin. ft.	Tunnel Exca.
	56.2 cu. yds.	O. Break
1799 plus 64 to 1799 plus 80	584.6 cu. yds.	Solid R. Exca.

This work was opened up by Johnson & Co. and finished by Jas. F. Clarkson & Co. and E. Mammay & Co.

Yours truly,

J. E. PECK,

Res. Engr.

Form 3530-A

STANDARD
12-20-2000

UNION PACIFIC SYSTEM
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
THE SAN FRANCISCO AND PORTLAND STEAMSHIP COMPANY

ARTHUR C. SPENCER,
General Attorney
CHARLES E. COCHRAN,
Assistant General Attorney
JOHN F. REILLY,
W. A. ROBBINS,
A. A. MURPHY,
Attorneys

WELLS-FARGO BLDG.,
PORTLAND, OREGON.

Pr 37

May 12, 1921.

RECEIVED
MAY 14 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We transmit herewith five copies of a supplemental agreement respecting the abandonment of tunnel construction in Parcel No.4 (Encroachment No.5), Seuferts-Deschutes River section, Columbia River Highway, and the substitution of an open cut.

Our understanding is that you are to secure execution by the State Highway Commission and by the members of the County Court of Wasco County.

Yours very truly,

C E Cochran
B

CEC:N

PR
37

May 11, 1921
File

Mr. J. Wheeler,
289 Salmon Street,
Portland, Oregon.

Dear Sir:

The Highway Department does not believe that a tunnel is practical at Cape Horn on the Columbia River Highway and has now successfully negotiated an open cut between the railroad and embankment.

If the Department has any further tunnel work this year, your name will be kept in mind.

Very truly yours,

State Highway Engineer.

HN:ME

26 almon Street
Portland
Oregon.
May 9th I92I.

ANSWERED
HERBERT NUNN

on State Highway Department
Salem, Oregon.

Gentlemen:

Reading an account of your discontinuing work on the Deschutes tunnel; on , or regarding the nature of formation, being the cause.

Having as yet in my years of experience, failed to find ground I could not successfully handle,--after I had inspected same and undertaken the task.

I would be glad to complete said tunnel for you,if after lookit over,-I can see I can do it.

Thanking you for an early reply.
I am.

Very Truly Yours

J Wheeler.

PR 37/

May 11, 1921

R. A. Klein,
Secretary, Highway Commission,
Office.

Dear Sir:

I am enclosing herewith a copy of a letter which I have writting to Mr. Scott realtive to the claims due against Mr. Fulkerson.

I have suggested that the warrant for the money due Fulkerson be sent direct to Mr. Scott, and I have suggested that Scott call Fulkerson in and have him endorse the warrant and let the money be paid to Scott so he may pay the labor and material men.

Since these men are anxious to get their pay I would suggest that this matter have your early attention.

Yours truly,

JMD:AF

Assistant Attorney General.

May 10, 1921
File

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

PR #37

Dear Sir:

Reference is made to your letter of May 4th, requesting the original location map for the Seufert-Deschutes Section.

According to our records, the detail maps for this section were returned to The Dalles office, as were also the tracings for the project plans. We believe that it would be desirable to show all revisions made during construction upon the tracings rather than upon the detail map.

As we recall it, the detail map was submitted in very poor shape and it was very difficult to prepare therefrom the tracings for the Federal Aid plans. I do not recall just now what the discrepancies were, but it seems to me that the alinement, as shown on the profile, was entirely different than the alinement shown on the map. I believe, also, that the platting was incorrect in a number of instances and ties for projected revisions were incomplete.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ME

ngs
Federal Aid Plans
Sent to [illegible] at
The Dalles Mar 25, 1920

We have a blueprint
of these plans we could
send them

HERBERT NUNN
STATE HIGHWAY ENGINEER

'E HIGHWAY COMMISSION
SALEM

cation Map.

The Dalles, Ore., May 4, 1921.

eer,

Attention Mr. Probert.

Dear Sir:

Please forward to us the original location map of the Seufert-Deschutes Section of the Columbia River Highway. We desire this map for purposes of showing all revisions and corrections of alignment as constructed. In case you are unable to locate this original location map, if you have a blue print of the original line we can show these revisions on this blue print.

Respectfully yours,

J. H. Scott
ama

J. H. Scott,
Division Engineer.

AMA:kl

COMMISSIONERS

ARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33PJ - Original Location Map.
File 50.

The Dalles, Ore., May 4, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Please forward to us the original location map of the Seufert-Deschutes Section of the Columbia River Highway. We desire this map for purposes of showing all revisions and corrections of alignment as constructed. In case you are unable to locate this original location map, if you have a blue print of the original line we can show these revisions on this blue print.

Respectfully yours,

J. H. Scott
ama

J. H. Scott,
Division Engineer.

AMA:kl

May 5, 1921
File

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Mr. Scott:

I am in receipt of your letter of May 3rd, in regard to the Cape Horn tunnel, but I am of the opinion that nothing can be done at this time. Please keep me informed fully as to the conditions.

I intend to take the matter up again today with Mr. Mercier and, if there is any possibility of getting a change, will wire you.

Very truly yours,

State Highway Engineer.

HN:ME

ONERS

ECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

ANSWERED
HERBERT NUNN

33PJ - Tunnel.
File 63.

The Dalles, Ore., May 3, 1921.

RECEIVED
MAY 4 1921
HWAY ENGIN

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This morning I was out to the Cape Horn Tunnel on the Seufert-Deschutes Section of the Columbia River Highway, and wish to state that conditions are very bad. The rock is badly seamed with both large and small seams. Some of the large seams extend clear to the top of the rock, and clear over to the east face. They expect to shoot the first shots in the heading this afternoon, and I am afraid that this will bring down a great deal more material. There is a bad seam right over the center, and another bad seam above the north wall line. These seams may turn out as we get further in, but if they do, undoubtedly others will develope. It will be necessary to timber the entire tunnel. Overbreak will be very large and very irregular. It just all depends upon how the seams run, and what kind of rock we happen to hit, as there is a great difference in the rock itself.

We can get a tunnel through here, but I look for it to be very difficult and very expensive, and another thing which will count against the tunnel is that owing to the location, the wind will probably suck through pretty hard, and is liable to tear tops off of automobiles, or cause accidents on the windiest days. The open cut adjacent to the track is the place for our line, and it will be much better for us as well as the railroad if the line is put there. There would be much less danger to the railroad with the open cut than with the tunnel. Even now if the railroad company can be prevailed upon in any way, our plans should be changed from the tunnel to the open cut.

Respectfully yours,

JH Scott

J. H. Scott,
Division Engineer.

JHS:kl

[illegible] 37

April 26, 1921

Mr. F. A. Seufert,
The Dalles, Oregon.

Dear Sir:

Receipt is acknowledged of your check No. 1502, in amount $5000.00 covering cooperation offered on the construction of the bridge over Three Mile Creek on the Seufert-Deschutes Section of the Columbia River Highway.

In behalf of the State Highway Commission I wish to thank you for your generous remittance which has been placed to the credit of the State Highway fund.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

HAK:LM
cc. Mr. J. B. Yeon, 1326 Yeon Building, Portland, Oregon.
cc. Mr. S. Benson, 1301 Yeon Building, Portland, Oregon.

F. A. SEUFERT, PRESIDENT
F. A. SEUFERT, JR. TREASURER
ARTHUR SEUFERT, SECRETARY

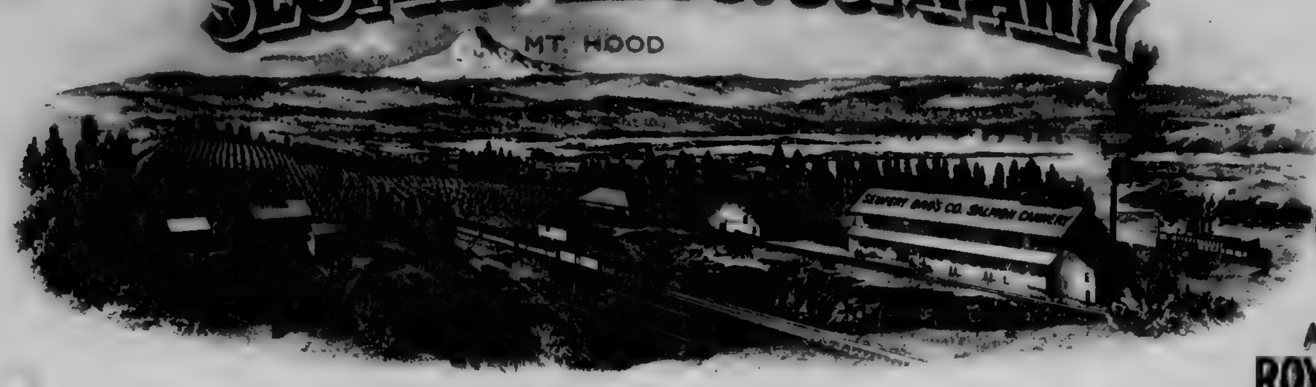
PHONE NO. OFFICE THE DALLES, OREGON BLACK 6431
CANNERY SEUFERT'S, OREGON SUBURBAN O

UNITED STATES [illegible] ADM[illegible]TRATION
LICENSE [illegible] 519

ESTABLISHED 1880
INCORPORATED 1891

SEUFERT BROS. COMPANY

B


MT. HOOD
SEUFERT BROS CO. SALMON CANNERY

PACKERS OF
ANNIE'S FAVORITE
MERRIMAC AND
TENINO BRAND
Columbia River
SALMON
AND WASCO BRAND
ROYAL ANNE CHERRIES

P 3

The Dalles, Oregon, April 18th, 1921.

Hon J. B. Yeon,
State Highway Commissioner,
Portland, Oregon,

Dear sir;

Inclose copy of a letter received from Mr Klein dated March 30th which will explain itself.

I promised Mr Simon Benson if Highway was laid through my property straight, I would donate Five Thousand Dollars towards the expense of building same, therefore I inclose you my check in payment of that additional expense. I remain,

Yours very truly,

F A Seufert

Check received
and credited to
State highway fund
CAK

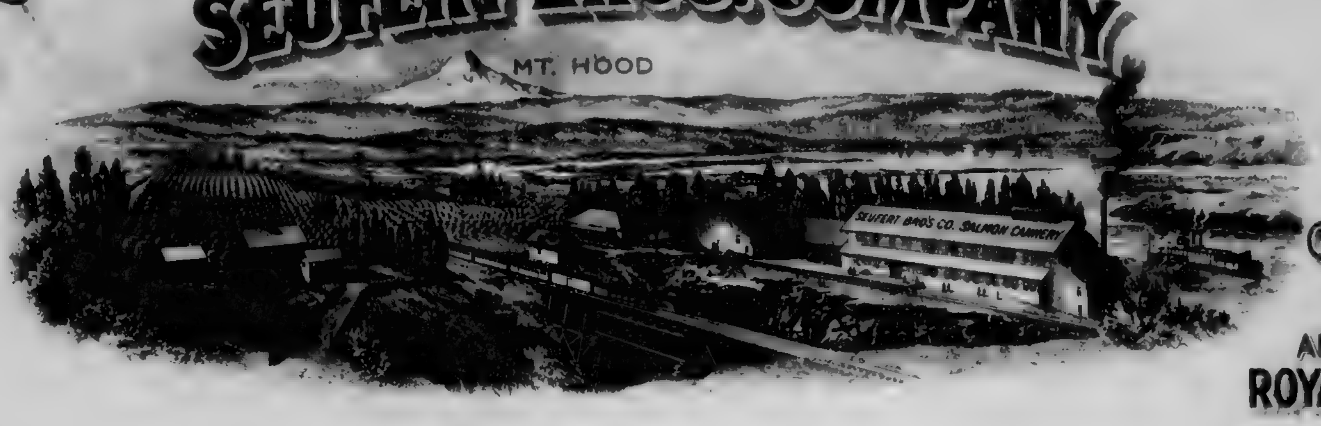
F.A. SEUFERT, PRESIDENT
F.A. SEUFERT, JR. TREASURER
ARTHUR SEUFERT, SECRETARY

PHONE NO. { OFFICE THE DALLES, OREGON BLACK 6431
CANNERY SEUFERT'S, OREGON SUBURBAN O }

UNITED STATES [illegible] ADM[illegible]TRATION
LICENSE [illegible]BER [illegible]19

ESTABLISHED 1880
INCORPORATED 1891

SEUFERT BROS. COMPANY


MT. HOOD
SEUFERT BRO'S CO. SALMON CANNERY

PACKERS OF
ANNIE'S FAVORITE
MERRIMAC AND
TENINO BRAND
Columbia River
SALMON
AND WASCO BRAND
ROYAL ANNE CHERRIES

The Dalles, Oregon, ______ 19

Copy.

OREGON STATE HIGHWAY COMMISSION,

Salem, Oregon, March 30-1921.

33-2

Mr. F.A.Seufert,
The Dalles, Oregon.

Dear sir;

The bridge over Three Mile Creek having been completed, a remittance covering the cooperation you generously offered on this structure, in amount $5000, would be appreciated at your convenience in order to close up this account.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION.

By Roy A. Klein
Secretary.

RAK:HI

FORM 4 [illegible]

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

April 13, 1921

PR 37

Seufert - Des Chutes

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

APPROVED
APR 19 1921
JHS
DIVISION ENGINEER

RECEIVED
APR 28 1921
STATE HIGHWAY ENG.

Dear Sir:

A short time ago I wrote to Mr. Seufert asking for a remittance of $5000 which he offered on the bridge over Threemile Creek in consideration of building it in its present location.

A copy of his reply is attached which I would thank you to return after reading.

You will note that Mr. Seufert ties up the payment of the cooperation on the bridge on a condition of building the fence. I note in the right of way agreement with Mr. Seufert, the following clause: "The State or the County shall fence the said right of way before opening the road to public use, with a lawful fence." Mr. Kelley states that it was the agreement with Wasco County that this fence should be built at county expense.

Will you please see what can be done toward carrying out this part of the right of way agreement so that we can collect the money due us on the bridge.

It is suggested that perhaps the wire might be secured from the surplus war material. We have some in Salem and some in Pendleton.

Yours truly,

Roy A. Klein
Secretary.

RAK:LM

RECEIVED
APR 14 1921

Have asked Count to do this fencing
several times. They are
now dickering with
Mr Seufert to do the
fencing and they to pay JHS

check from Seufert
received Apr 23. 1921
RAK

ements between Seufert and
County for R of W require
encing.

Fencing is considered a R of W consideration and is up to County to build. Suggest we take up with Wasco Co at once regarding fencing.

VK

APR 6 1921
STATE HIGHWAY ENGINEER

etary,

state Highway Commission,

Salem, Ore.

My Dear Sir:-

Yours of the 30th ult. at hand and in reply will say that the agreement with Mr. Thompson, State Highway Commissioner, was that we would give the State a free right of way over our lands, the State to fence the highway on both sides. When the location of the road came up either through our orchard or outside of the orchard there appeared it would add $5,000.00 to the cost of the bridge to locate the road outside of the orchard. I even agreed to pay this additional cost to put the road and bridge where it now is and when the fencing is completed this $5,000.00 belongs to the State and will be promptly paid by us. If you will see that this is accomplished I will send you a check with pleasure.

But so far the fence is not being built and is an unsettled question between the State and Wasco County; the only fence that

SEUFERT, JR. TREASURER
ARTHUR SEUFERT, SECRETARY
UNITED STATES ADMINISTRATION
LICENSE 19
ESTABLISHED 1880
INCORPORATED 1891
BROS. COMPANY

MT. HOOD
SEUFERT BROS CO. SALMON CANNERY

PACKERS OF
ANNIE'S FAVORITE
MERRIMAC AND
TENINO BRAND
Columbia River
SALMON
AND WASCO BRAND
ROYAL ANNE CHERRIES

The Dalles, Oregon, April 5, 1921. 19

REFERRED TO
ANSWERED
RAK
BY H. N.

RECEIVED
APR 6 1921
STATE HIGHWAY ENGINEER

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Ore.

My Dear Sir:-

Yours of the 30th ult. at hand and in reply will say that the agreement with Mr. Thompson, State Highway Commissioner, was that we would give the State a free right of way over our lands, the State to fence the highway on both sides. When the location of the road came up either through our orchard or outside of the orchard there appeared it would add $5,000.00 to the cost of the bridge to locate the road outside of the orchard. I even agreed to pay this additional cost to put the road and bridge where it now is and when the fencing is completed this $5,000.00 belongs to the State and will be promptly paid by us. If you will see that this is accomplished I will send you a check with pleasure.

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SEUFERT, JR. TREASURER
ARTHUR SEUFERT, SECRETARY
UNITED STATES D ADMINISTRATION
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ESTABLISHED 1880
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BROS. COMPANY
MT. HOOD

PACKERS OF
ANNIE'S FAVORITE
MERRIMAC AND
TENINO BRAND
Columbia River
SALMON
AND WASCO BRAND
ROYAL ANNE CHERRIES

The Dalles, Oregon, 19

R. L. -2

has been built is what we have built for the protection of our orchard.

If the State was as good at doing other things as collecting money this job would have been completed long ago. Our property has been torn up for over a year now and no one seems to care when anything is completed at any point.

So use your good efforts to secure action on the part of those who are to build the fence and clean up the job and I will take pleasure in writing you a check for the amount you claim.

I have long since learned to get the work done before making payment therefor.

Yours very respectfully,

F A Seufert

8R
37

April 13, 1921

Seufert - Des Chutes

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

A short time ago I wrote to Mr. Seufert asking for a remittance of $5000 which he offered on the bridge over Threemile Creek in consideration of building it in its present location.

A copy of his reply is attached which I would thank you to return after reading.

You will note that Mr. Seufert ties up the payment of the cooperation on the bridge on a condition of building the fence. I note in the right of way agreement with Mr. Seufert, the following clause: "The State or the County shall fence the said right of way before opening the road to public use, with a lawful fence." Mr. Kelley states that it was the agreement with Wasco County that this fence should be built at county expense.

Will you please see what can be done toward carrying out this part of the right of way agreement so that we can collect the money due us on the bridge.

It is suggested that perhaps the wire might be secured from the surplus war material. We have some in Salem and some in Pendleton.

Yours truly,

Secretary.

RAK:LM

P 1st
37

SSPJ5 - Progress of Work.
File 24.

The Dalles, Ore., March 31, 1921.

Mr. A. D. Kern,
519 Lmbr. Ex. Bldg.,
Portland, Oregon.

Dear Sir:

In reference to the gravelling of the Seufert-Deschutes Section of the Columbia River Highway, I wish to comment as follows on the project.

According to progress up to the present time, and considering the way Newport is pushing the work and trying to get better progress, he is in the clear, and should finish a few days before contract time.

Shotwell's plant is making less than the required yardage to complete by the contract time. So far Shotwell has been on short hauls, and is behind with the work. In order to finish on contract time time, his output will have to be increased about 20%. In looking over his plant at several times, the tractor which he is using seems to be over-worked, and there seems to be a considerable lack of power at the plant.

I will appreciate it if you will give this matter your immediate attention and see that the output of this plant is increased enough to insure completion by the time your contract expires. We will not recommend extentions on the contract time on this job, as it was especially provided that this work was to be completed by July 1st, and we expect to have the rest of the Highway open at that time.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl
cc Salem

March 30, 1921.

33-2

Mr. F. A. Seufert,

The Dalles, Oregon.

PR
37 ✓

Dear Sir:

The bridge over Three Mile Creek having been completed, a remittance covering the cooperation you generously offered on this structure, in amount $5,000, would be appreciated at your convenience in order to close up this account.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:HI

PR
37

NOTED
H.N.

[illegible]

33PJ - Yardage just West of Deschutes.
File 20.

The Dalles, Ore., March 28, 1921.

Mr. Jas. F. Clarkson,
1424-1428 Yeon Bldg.,
Portland, Oregon.

Dear Sir:

Referring to your letter of March 11th where you ask compensation or adjustment on account of your contract being ended a few hundred feet west of the Deschutes River Bridge instead of the bridge itself, thereby eliminating a few hundred yards of material. I wish to advise that the grade was lowered considerably at this point to get material to haul across the bridge, and that it was considered advisable to have the work done by the contractor who was hauling the material over the bridge. I understand that there was a verbal agreement at this time in regard to eliminating this work from your contract. Also I wish to state that I think that the contract covers this matter, and I do not see how any adjustment can be made.

Respectfully yours,

RECEIVED
MAR 30 1921
STATE HIGHWAY ENGINEER

J. H. Scott,
Division Engineer.

JHS:kl

cc Mr. Nunn, Attention Mr. Kelley.

FORM 5 1M-10-20

R. A. BOOTH, EUGENE, CHAIRMAN
ED E. KIDDLE, ISLAND CITY
J. B. YEON, PORTLAND
} COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 37

NOTED
H. N.

33PJ - Tunnels.
File 63.

The Dalles, Ore., March 22, 1921.

Mr. S. Murray, Asst. Chief Engr.,
Union Pacific System,
1208 Wells Fargo Bldg.,
Portland, Oregon.

Dear Sir:

The contractors will finish up all work at the tunnel which we are driving through the point about one mile west of the Deschutes River, along side of your track, in a week. The work is all done now except a little cleaning up and completing the wall, and this work will in no way endanger your tracks, and will in no way interfere with your putting the south track in its original position. The contractor also requests that the gauntlett be immediately installed at the Cape Horn site, as he will expect to move his entire outfit down there in a week.

Will you please give this immediate attention so that our work will not be delayed.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

cc Salem ✓
cc Jas. F. Clarkson.

RECEIVED
MAR 24 1921

March 22, 1921.

Mr. C. H. Purcell,
District Engineer,
Post Office Bldg.,
Portland, Oregon.

P. R. 37

Dear Sir:

Herewith we are enclosing four copies of voucher on the Sueffert-Deschutes Section, Oregon Post Road Project No. 37, in the amount of $7,480.17.

V 8 45

Yours very truly,

Office Engineer

Dict. by J. W. DeSouza
JWD/DR

Encl.

C. C [illegible] V. Myers
Off [illegible]

Gene

Copy State Highway Department

OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS.
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

March 19, 1921.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

The modified project agreement and certificate to cover Oregon project No. 37 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

MB:FM

Oregon project No. 37, Federal Aid Road Act,
July 11, 1916, (39 Stat. 355).

MODIFICATION OF PROJECT AGREEMENT.

WHEREAS, by that certain project agreement signed on September 25, 1920, by the State Highway Commission of Oregon, and on August 24, 1920, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain rural post road described therein and designated as Oregon project No. 37; and

WHEREAS, the said project agreement only provided for the grading and drainage structures of said project and the State Highway Commission of Oregon has now requested that the plans and specifications be revised so as to include gravel surfacing for the entire project, and by reason thereof has requested that the previously approved estimated cost be increased from $299,204.40 to $390,988.40, and that the Federal funds approved and set aside to the credit of the project be increased from $149,602.20 to $195,494.20.

NOW, THEREFORE, it is hereby mutually agreed by and between the State Highway Commission of Oregon and the Secretary of Agriculture that the plans and specifications and estimates be revised in the manner above indicated, and that the project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

One hundred and ninety-five thousand, four hundred and ninety-four and 20/100 dollars ($195,494.20) as the share of the United States payable under said act on account of said project which does not exceed 50 per cent of the total estimated cost thereof;"

Article IV shall read:

> "Article IV. The United States pro rata share of the cost of said project shall not in any event exceed (a) the said sum of One hundred and ninety-five thousand, four hundred and ninety-four and 20/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of Three hundred and ninety thousand, nine hundred and eighty-eight and 40/100 dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Department on the 10th day of March, 1921, and the Secretary on the 19th day of February, 1921.

State Highway Commission of Oregon.

By ______________________
Chairman, State Highway Commission

By J B Yeon
Member, State Highway Commission

By W B Barratt
Member, State Highway Commission

E D Ball
Acting Secretary of Agriculture.

(Amendment of Certificate of Approval of Plans, Specifications, and Estimates, executed August 24, 1920, to cover Oregon Federal Aid project No. 57).

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point one-half mile west of Three Mile Creek Crossing and a point at west end of Deschutes River Bridge near Millers locally known as the Columbia River Highway, Seufert-Deschutes River Section, Wasco County and designated in the records of this Department as Project No. 57, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $590,988.40 in addition to the $149,602.20 approved by certificate of August 24, 1920, as the total estimated cost of said project, and the sum of $45,892.00 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 19th day of February one thousand nine hundred and Twenty-one, as witness my hand and the seal of the Department of Agriculture.

E. W. Ball
Acting Secretary of Agriculture.

UNB

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST-OFFICE BUILDING
PORTLAND, OREGON

March 15, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

The following is quoted from a recent report of an inspection made of Oregon Federal Aid project No. 37:-

> "The surfacing has only just fairly begun but it appears that the gravel will be very slow to bind together into a hard firm surface; but as the material in the pits is well bound and stands perfectly in a vertical bank nearly 10 feet high, there appears to be no reason to doubt that a very good road can be made by using water while the gravel is being spread and compacted.
>
> It was recommended to the engineer of the State Highway Department that the gravel surfacing be well watered by means of a pipe line and pumps, taking water from the river or canal which is close to the road nearly all the way.
>
> It was also suggested that the voids in the base course be at least partially filled by sand from beside the road or to divert the excess sand screened from the top course into the base rock bin. Arrangements are being made to follow out these suggestions and at least give them a trial."

Yours very truly,

District Engineer.

RECEIVED
MAR [illegible] 1921

FORM 3 1M-12-20

R. A. BOOTH, EUGENE, CHAIRMAN
ED E. KIDDLE, ISLAND CITY
J. B. YEON, PORTLAND
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33PJ - Tunnel.
File 63.

The Dalles, Ore., March 8, 1921.

Jas. F. Clarkson Company,
1424-1428 Yeon Building,
Portland, Oregon.

Gentlemen:

In regard to method of handling construction work at the Cape Horn Tunnel, you recently spoke to me in regard to driving a pioneer tunnel near the top of the bore just large enough to work your drag line buckets through, and to keep taking your material out with the drag line. As this tunnel itself is to be done on a contract basis, I cannot see any objection as long as the result obtained is satisfactory, even though this is not quite standard practice, but we must insist on satisfactory results.

In regard to the work outside of the tunnel, we had agreed that this work of squaring up the portals should be force account, and should be handled with extreme care, and that as we took the work over we would be liable for any mishaps. The plan you suggest of letting the outside work by contract, the subcontractor expecting to use the drag line, but still expecting us to be responsible to the same extent as though we pay force account and actually direct the work ourselves, seems hardly fair. If you prefer to go ahead on a contract basis outside of the tunnel, and assume all responsibility, we can have no objection, but unless you are willing to assume the responsibility it is best that the work should go ahead under usual methods of construction.

Respectfully yours,

J. H. Scott,
Division Engineer.

JH:kl

cc Salem.

OREGON STATE HIGHWAY COMMISSION

March 8, 1921.

Mr. J. E. Peck,
Resident Engineer,
The Dalles, Oregon.

File PD-67

Dear Sir:

Enclosed herewith are copies of Estimate No. 17, Contract No. 253, and Estimate No. 1, Supplementary Contract No. 253-A on the Seufert - Deschutes River Section.

These estimates embrace only the quantities shown on Estimate No. 16 and are prepared in order that we might pay the final on Contract No. 253 to include the quantities and work completed to Feb. 10th, 1921.

A Supplementary Contract No. 253-A is being drawn up to take care of the incompleted sections between stations 1497 + 00 and 1506 + 00, between stations 1568 + 40 and 1571 + 50, and between stations 1798 + 80 and 1802 + 00.

Future estimates under Contract 253-A will be prepared in the same manner as the enclosed copy, starting with this estimate as No. 1. The total quantities from the beginning of the job will continue to be carried as heretofore.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by L. E. Parsons,
[illegible]
Enc.

c. c. to J. H. Scott.

OREGON STATE HIGHWAY COMMISSION

P R 37

Supt. Deschutes Grading

The Dalles Oregon
March 2nd 1921.

Mr J H Scott
Division Engineer
Salem Oregon

Dear Sir.

I am giving you herewith sections on the Jos F Clarkson & Co contract that are finished and can be finaled.

The work is finished from beginning point St. 1187+0 to sta 1495+87 a point on the West approach of the Miller over head crossing

Is finished sta 1504+0 to 1563+0 a point on the west approach of the Cape horn Tunnel. So finished from st. 1575+0 a point on the East approach of Cape Horn Tunnel to sta 1792+00 a point on the west approach of the Deschutes River Tunnel

So finished from st. 1805+0 a point on the East approach of the Deschutes River Tunnel to st. 1845+61 the end of the job a point at the west end of the Deschutes River Bridge

Yours truly
J E Peck
Res Engr.

JHS.

Copy f State Highway Department

Oregon

J-1

February 10, 1921.

Mr. C. H. Purcell,
District Engineer,
P. O. Box 4167,
Portland, Oregon.

Dear Sir:

As requested in your letter of February 1, we are today recommending that the project agreement on Oregon Federal Aid Project No. 37 be amended, increasing the total estimated cost from $299,204.40 to $390,988.40, and the Federal Aid from $149,602.20 to $195,494.20.

It is noted that the increase in total estimated cost is due to providing a crushed gravel surfacing for the entire length of project. The present agreement estimate provides for only the grading and drainage. Referring to the agreement estimate it is noted that it provides for the construction of overhead railroad crossing. As you have recommended Federal Aid to the amount of 50 per cent it is presumed that no portion of the cost is to be borne by the railroad.

Two copies of the estimate upon which will be based the project agreement as amended are attached hereto and supersede those transmitted with our letter of June 7, 1920.

Very truly yours,

Chief Engineer.

Enclosures:
estimate.

State 195494.20
govt 195494.20
$390988.40

Pt
37

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Seuffert - the chutes

February 4, 1922

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

I am returning to you herewith executed agreement between Seufert Brothers and the State Highway Commission, covering the removal of approximately 20,000 yards of gravel from Seufert Brothers property.

Please hand this to Mr. Seufert at your convenience.

I presume that you have a carbon copy of this agreement and we will retain the other two executed copies for our files.

Yours truly,

Secretary.

WAK:LM
Encls.

Form 3010

STANDARD 8-20-5M

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

File 115-36

February 2, 1921.

FEB 8 1921

Mr. J. H. Scott,
Division Highway Engineer,
The Dalles, Oregon.

Dear Sir:

This will acknowledge your lines of the 29th ult. regarding proposed gauntlet track at Mile Post 94.2, Seuferts-Deschutes Section of the Columbia River Highway.

From reports that I have recently received, it appears that the tunnel work at Deschute, (M.P. 98.6) will not be in condition to permit the track to be thrown back in line for some time. From an operating standpoint it would make a bad situation if it was found necessary to operate two gauntlet tracks in this vicinity at the same time and I would be very reluctant to go to the management with such a request.

We are, however, proceeding to assemble the necessary track material to be in readiness to operate the gauntlet track at Mile Post 94.2 as soon as the track can be thrown back in line at Mile Post 98.6, and I trust that you can arrange your work accordingly. I have also discussed this feature with Mr. Clarkson and it was our understanding that he could arrange his work in such a manner as to obviate the necessity of operating both gauntlet tracks at the same time.

Yours truly,
S. Murray
R

cc- Mr. Oliver Owre - Sherman.

FORM 9 1M-12-20

R. A. BOOTH, EUGENE, CHAIRMAN
E. KIDDLE, ISLAND CITY
J. YEON, PORTLAND
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR
37

33PJ - Tunnel.
File 63.

The Dalles, Ore., Jan. 29, 1921.

Mr. S. Murray, Chief Engineer,
O. W. R. & N. Company,
1208 Wells Fargo Bldg.,
Portland, Oregon.

Dear Sir:

James F. Clarkson, who has the contract for grading the Columbia River Highway between Seuferts and the Deschutes River, east of The Dalles, has notified me that he expects to have men ready to work on the Cape Horn point, either facing up or starting the tunnel proper adjacent to your track, within the next week. Will you please have the gauntlet track installed at this point as per agreement as soon as possible.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

cc Mr. C. C. Kelley.

Jan. 21, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File FR-37

Dear Sir;

Herewith we are enclosing five copies each of estimate as basis for project agreement, unit price analysis of surfacing and special provisions for surfacing on the Seufert-Deschutes River Section, Oregon Federal Aid Project No. 37.

Please consider this letter formal application for approval and co-operation of the Federal Government on the surfacing of this project.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,

ET

Enc.

DETAILED PRICE ANALYSIS OF SURFACING ON THE

SEIFERS-DESCHUTES SECTION, OREGON

FEDERAL AID PROJECT NO. 37

Salem, Ore., Jan. 21, 1921.

Preparation of Subgrade	$ .20
Stripping	.05
Royalty	.05
Plant Installation	.37
Excavation, Crushing, Screening, and Loading	1.25
Hauling (2.1 mi @ 40¢)	.84
Spreading & Finishing	.15
Sub-Total	$ 2.91
15% profit to contractor	.44
Estimated Cost	$ 3.35

Jan. 20, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-37

Dear Sir:

Herewith we are enclosing five copies of estimate as basis for modified agreement on the Seufert-Deschutes River Section, Oregon Federal Aid Project No. 37.

We wish at this time to make formal application for the approval and co-operation of the Federal Government on the surfacing of this section.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeGraw.

ET

Enc.

OREGON STATE HIGHWAY DEPARTMENT.   OREGON FEDERAL AID PROJECT NUMBER 37.

SEUFERT-DESCHUTES RIVER SECTION OF THE
COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as basis for modified agreement. Based on Contract Prices.)

12.5 mi. grading and surfacing.   Salem, Oregon, January 12, 1921.

Grading:

All Required		Clearing & Grubbing	lump sum	1,500.00
72,200	cu yds	Common Excavation	.60	43,320.00
44,450	"	Intermediate "	.90	40,005.00
27,100	"	Solid Rock "	2.50	67,750.00
97,000	sta yds	Overhaul	.05	4,850.00
1,026	lin ft	12" Culvert Pipe	2.00	2,052.00
246	"	18" " "	3.50	861.00
216	"	24" " "	4.50	972.00
36	"	36" " "	8.50	306.00
2,000	"	6" Porous Drain Tile	.20	400.00
32	cu yds	Class "A" Concrete	50.00	1,600.00
85	"	Class "C" Concrete	45.00	3,825.00
3,300	lbs	Metal Reinforcement	.10	330.00
300	Cu yds	Rubble Masonry	15.00	4,500.00
2,000	lin ft	Wood Guard Fence	1.00	2,000.00
327	"	Tunnel	70.00	22,890.00
14	"	Window Tunnel	45.00	630.00
250	cu yds	S. R. Undercut Excavation	3.00	750.00
250	sq yds	Hand Placed Rock Slopes	2.50	625.00
10	M-FBM	Sand Fence (State Forces)	100.00	1,000.00
40	acres	Oiling Sand(" ")	50.00	2,000.00

Surfacing (Separate Contract):

3,000	cu yds	Common Excavation	.40	1,200.00
500	"	Intermediate "	.80	400.00
31,000	"	Crushed Gravel Surfacing, or	2.64	81,840.00
31,000	"	Broken Stone Surfacing, or	4.25	Alternate
31,000	"	Broken Stone Surfacing (Crusher-Run, 2½" max. size)	3.50	"
		Total for Grading & Surfacing		$ 285,606.00

Bridges Over 20' Span.

Seufert Viaduct, Sta. 1215 - (Separate Contract):

280	cu yds	Class "A"Concrete	36.00	20,000.00
20		" "B" "	35.00	700.00
110,000	lbs	Metal Reinforcement	.08	8,800.00
425	lin ft	Concrete Handrail	3.00	1,275.00
250	cu yds	Excavation	3.00	750.00

Big Eddy Overcrossing Sta. 1234 (Separate Contract):

260	cu yds	Class "A" Concrete	33.50	8,710.00
25	"	" "B" "	33.00	825.00
47,000	lbs	Metal Reinforcement	.08	3,760.00
236	lin ft	Concrete Handrail	3.00	708.00
100	"	Timber Approach	25.00	2,500.00
250	cu yds	Excavation	2.50	625.00

Dillon Overcrossing:

420	cu yds	Class "A" Concrete	33.00	13,860.00
66,000	lbs	Metal Reinforcement	.08	5,280.00
330	lin ft	Concrete Handrail	3.00	990.00
150	cu yds	Excavation	2.50	375.00

Sub-total Grading, Surfacing & Bridges	$ 355,444.00
10% Engr. & Contingencies	35,544.40
TOTAL	$ 390,988.40

Length of Project 12.5 miles.
Cost per mile Grading and Surfacing $ 25,133.52
Cost per mile including Bridges over 20' Span $ 31,279.07

State Funds Available	$ 195,494.20
Federal Aid Requested	195,494.20
TOTAL	$ 390,988.40

Federal Aid Recommended - - - - - - - - - - -

FORM 2 10-12-20

R. A. BOOTH, EUGENE, CHAIRMAN
ED E. KIDDLE, ISLAND CITY
J. B. YEON, PORTLAND
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

Copy to Mr.

OREGON STATE HIGHWAY COMMISSION
SALEM

SSPJ - Fencing.
File 47.

The Dalles, Ore., Jan. 14, 1921.

Mr. A. Buckley, Superintendent,
O.-W. R. & N. Company,
1208 Wells Fargo Bldg.,
Portland, Oregon.

15 1921

Dear Sir:

Referring to your letter of January 8th regarding the matter of right of way fencing on the Seufert Deschutes Section of the Columbia River Highway.

In the matter of the fence on the south side of the track west of Big Eddy, I have given instructions for this to be repaired at once.

From the overhead crossing at Dillon to the private crossing near Dillon camp, you state approximately 150 posts and two rolls of barbed wire will be required to rebuild this fence in good condition. The contractors have rebuilt this fence, using principally original material. The fence appears to me to be in fair shape, at least it is fairly stout and of ordinary height, though practically no new posts were used. Your Mr. Watts desired some new posts placed in here, and promised to get the posts for this purpose. When the work was completed the posts were not yet delivered, so the contractor proceeded to repair the fence with material available. While as usually some of the posts are a little short, owing to the fact that the bottom of the original post was somewhat rotten, and broke off in taking up. The fence is in as good condition as any of the fence along your right of way on either side of the track in that vicinity, and is undoubtedly considerably stronger than most of it.

In cases of this sort where we take down the fences temporarily, if the Railroad Company will furnish new posts we will gladly put them in instead of the old posts, but as the present fence is very weak and old, and I note that along various places your own forces are putting in partly new posts to replace those rotted off, I do not see why we should be required

COMMISSIONERS
, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33PJ - Fencing - 2.

to furnish new posts. It is our intention to leave the fence in at least as good shape as it was originally, and probably better, but I do not see how we can furnish new material for this work.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

cc to Mr. C. C. Kelley.
cc to Mr. J. E. Peck.

37

January 13, 1921

Mr. A. D. Kern,
519 Lumber Exchange Building,
Portland, Oregon.

OK

Dear Sir:

I am handing you herewith the contracts for 12.5 miles of surfacing on the Seufert-Deschutes River Section of the Columbia River Highway in Wasco County.

Please execute all four copies of the contract and bond and return to this office for the approval of the members of the Highway Commission after which we will be pleased to furnish you one copy for your files and one copy to the surety company furnishing your bond.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LH

cc. Mr. J. H. Scott, Division Engineer, The Dalles, Oregon.

January 13, 1921

[illegible]

Jas. P. Clarkson & Co.,
Yeon Bld'g.,
Portland, Ore.

Dear Sir:

There has been filed with the Highway Commission claims against your firm in favor of the following named persons and in the amounts set opposite their names:

Swan Carlson	$115.50
Oscar Johnson	121.00
Ole Swanson	115.50

It appears that these claims are in connection with the construction of the Seufert-Deschutes Section of the Columbia River Highway. The claims have been filed by Mr. Franklin F. Korell as attorney for the claimants.

Will you please advise us with reference to this matter?

Yours very truly,

JMD:AF

Assistant Attorney General.

January 13, 1921

Other file

Franklin F. Korell,
House of Representatives.
State House,
City.

Dear Sir:

On behalf of the Highway Commission I wish to acknowledge receipt of the affidavits of Swan Carlson, Oscar Johnson and Ole Swanson declaring their claims against the James F. Clarkson & Company highway contractors for services rendered in connection with the Seufert-Deschutes Section of the Columbia River Highway.

I have written the James F. Clarkson Company today advising them of the filing of these claims.

Yours truly,

JMD:AF

Assistant Attorney General.

STATE OF OREGON,)
) ss.
County of Multnomah.)

I, Swan Carlson, of Portland, Oregon, being first duly sworn, say: That at the special instance and request of L. Johnson & Co. and James F. Clarkson & Co., contractors for the construction of a portion of the State Highway known as the Seufert-Deschutes Section of the State Highway in the State of Oregon, I performed labor, furnished provisions and supplied material in and upon said highway of the reasonable value of the sum of $115.50, between the 1st day of November, A.D. 1920, and the 2nd day of December, A.D. 1920; that no part of said sum has been paid and that there is now due and owing to me for and on account of said labor, provisions and materials from said contractors as aforesaid, at this date, the full sum of $115 50/100.

x Swan Carlson

Subscribed and sworn to before me this 5th day of January, 1921.

Franklin F. Korell
Notary Public for Oregon
My commission expires Sept 4, 1923

OK

STATE OF OREGON,)
) ss.
County of Multnomah.)

I, Swan Carlson, of Portland, Oregon, being first duly sworn, say: That at the special instance and request of L. Johnson & Co. and James F. Clarkson & Co., contractors for the construction of a portion of the State Highway known as the Seufert-Deschutes Section of the State Highway in the State of Oregon, I performed labor, furnished provisions and supplied material in and upon said highway of the reasonable value of the sum of $115.50, between the 1st day of November, A.D. 1920, and the 2nd day of December, A.D. 1920; that no part of said sum has been paid and that there is now due and owing to me for and on account of said labor, provisions and materials from said contractors as aforesaid, at this date, the full sum of $115 50/100.

x Swan Carlson

Subscribed and sworn to before me this 5th day of January, 1921.

Franklin F. Korell
Notary Public for Oregon
My commission expires Sept 4, 1923

OK

STATE OF OREGON,)
County of Multnomah.) SS.

I, OSCAR JOHNSON, of Portland, Oregon, being first duly sworn, say: That at the special instance and request of L. Johnson & Co. and James. F. Clarkson & Co., contractors for the construction of a portion of the State Highway known as the Seufert-Deschutes Section of the State Highway in the State of Oregon, I performed labor, furnished provisions and supplied material in and upon said highway of the reasonable value of the sum of $121 00/100 between the 1st day of November, A.D. 1920, and the 2nd day of December A.D. 1920; that no part of said sum has been paid and that there is now due and owing to me for and on account of said labor, provisions and materials from said contractors as aforesaid, at this date, the full sum of $121 00/100.

Oscar Johnson

Subscribed and sworn to before me this 8th day of January, 1921.

Franklin H. Knell
Notary Public for Oregon
My commission expires Sept. 4, 1923

OK

STATE OF OREGON,)
) SS.
County of Multnomah.)

I, OLE SWANSON, of Portland, Oregon, being first duly sworn, say: That at the special instance and request of L. Johnson & Co. and James. F. Clarkson & Co., contractors for the construction of a portion of the State Highway known as the Seufert-Deschutes Section of the State Highway in the State of Oregon, I performed labor, furnished provisions and supplied material in and upon said highway of the reasonable value of the sum of $115 50/100 between the 1 day of November A.D. 1920, and the 2nd day of December A.D. 1920; that no part of said sum has been paid and that there is now due and owing to me for and on account of said labor, provisions and materials from said contractors as aforesaid, at this date, the full sum of $115 50/100

x Ole Swanson

Subscribed and sworn to before me this 5th day of January, 1921.

Notary Public for Oregon
My commission expires Sept 4, 1923

OK

FORM 3 1M-12-20

R. A. BOOTH, EUGENE, CHAIRMAN
ED E. KIDDLE, ISLAND CITY
J. B. YEON, PORTLAND
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

R 37

33PJ - Use of Bridge.
File 22.

The Dalles, Ore., Jan. 6, 1921.

Mr. F. S. Schubert, Asst. Engr.,
U. S. Engineer's Office,
Custom House,
Portland, Oregon.

Dear Sir:

On January 4, 1921, contract for surfacing the Seufert-Deschutes Section of the Columbia River Highway was awarded to A. D. Kern, using crushed gravel.

One of the pits designated for use on this surfacing lies north of the Celilo Canal, near your Station 135/00, and it would be necessary that the contractor cross the canal over the first bridge east of Five Mile Rapids. The contractor expects to start work here within about thirty days, and we desire permission from you for the contractor to haul over this bridge. He will place light bents under this bridge, on hinges, or otherwise, so that the bridge may be opened quickly in a manner as directed by your Resident Engineer Saunders.

Awaiting an early reply as to the use of this bridge, we are

Respectfully yours,

J. H. SCOTT,
Division Engineer.

AMA:kl

By

cc to Mr. C. C. Kelley.

ack

CONTRACT #253

PR 37 Seufert-Deschutes 1920

253 Folder # 1

PR #37

PROPOSITION NO. 1.

To use gravel from two pits, one located near Five Mile Rapids on North side of canal, 1300 feet from center line of Columbia River Highway, Station 1380. The other pit is on the highway, and located at Celilo, Station 1700. Estimated cost, $89,769.84.

Five Mile Pit, Sta. 1380	Sta.	Sta.	Depth	Width	Cu.Yds. per Sta.	Cu.Yds. per Mile	Haul Cost per Mile	Crusher Erection	Royalty	Loading	Crushing	Screening	Stripping	Spreading	Total Cost per Cu. Yd.	Total Cost Per Section
1st Mile West	1380+00	1327+20	8"	18T20B	46.8	2471	50									
2nd " "	1327+20	1274+40	"	"	"	2471	40									
3rd " "	1274+40	1221+60	"	"	"	2471	40									
4th " "	1221+60	1187+83	"	"	"	1580	40									
						8993	1.10	25	05	65	45	30	05	15	3.00	$26,976.00
1st Mile East	1380+00	1432+80	8"	18T20B	46.8	2471	50									
2nd " "	1432+80	1485+60	"	"	"	2471	40									
3rd " "	1485+60	1538+40	"	"	"	2471	50									
						7413	95	25	05	65	45	30	05	15	2.85	$21,127.05
Celilo Pit																
1st Mile West	1696+80	1644+00	8"	18T20B	46.8	2471	50									
2nd " "	1644+00	1591+20	"	"	"	2471	40									
3rd " "	1591+20	1538+40	"	"	"	2471	40									
						7413	90	27	05	65	45	35	05	15	2.87	$21,275.31
1st Mile East	1696+80	1749+60	8"	18T20B	46.8	2471	50									
2nd " "	1749+60	1802+40	"	"	"	2471	40									
3rd " "	1802+40	1848+61	"	"	"	2162	40									
						7104	90	27	05	65	45	35	05	15	2.87	$20,388.48
Grand Totals						30923										89,769.84

PROPOSITION NO. 2.

To use crushed rock from two quarries. The first quarry is located at Five Mile Rapids, Station 1340+00. The other is near Celilo at Station 1665+00. Estimated Cost, $103,462.35.

Five Mile Rock Quarry, Sta.1340+00.	Sta.	Sta.	Depth	Width	Cu.Yds. Per Station	Cu. Yds. Per Mile	Haul Cost Per Mile	Crusher Erection	Royalty	Loading	Crushing	Drilling-Shooting	Spreading	Total Cost per Cubic Yard.	Total Cost Per Section
1st Mile West	1340+00	1287+20	8"	18T20B	46.8	2471	50								
2nd " "	1287+20	1234+40	"	"	"	2471	40								
3rd " "	1234+40	1187+83	"	"	"	2180	40								
						7122	90	27	05	80	45	75	15	3.37	$24,001.14.
1st Mile East	1340+00	1392+80	8"	18T20B	46.8	2471	50								
2nd " "	1392+80	1445+60	"	"	"	2471	40								
3rd " "	1445+60	1508+40	"	"	"	2471	40								
						7413	90	27	05	80	45	75	15	3.37	$24,981.81
Celilo Rock Quarry, Sta. 1665+00.															
3rd Mile West	1508+40	1561+20	8"	18T20B	46.8	2471	50								
2nd " "	1561+20	1614+00	"	"	"	2471	40								
1st " "	1614+00	1665+00	"	"	"	2471	40								
						7413	90	25	05	80	45	75	15	3.35	$24,833.55
1st Mile East	1665+00	1717+80	8"	18T20B	46.8	2471	50								
2nd " "	1717+80	1770+60	"	"	"	2471	40								
3rd " "	1770+60	1823+40	"	"	"	2471	40								
4th " "	1823+40	1848+61	"	"	"	1180	20								
						8593	1.00	25	05	80	45	75	15	3.45	$29,645.85
Grand Total															103,462.35

✓

PROPOSITION NO. 3.

To use crushed rock from three sources. The first two are material excavated from the Celilo Canal.

The first site is waste material from Canal excavation, and is located at Station 1380+00. The second is the same material, located at Station 1486+00. The third quarry is located at Station 1750+00. Estimated cost, $90,490.89.

Five Mile Rock Quarry, Sta. 1380+00.	Sta.	Sta.	Depth	Width	Cu.Yds. Per Sta.	Cu. Yds. Per Mile	Haul Cost Per Mile	Crusher Erection.	Royalty	Loading	Crushing	Drilling-Shooting	Spreading	Total Cost Per Cu. Yd.	Total Cost Per Section.
1st Mile West	1380+00	1327+20	8"	18T20B	46.8	2471	50								
2nd " "	1327+20	1274+40	"	"	"	2471	40								
3rd " "	1274+40	1221+60	"	"	"	2471	40								
4th " "	1221+60	1187+83	"	"	"	1580	40								
						8993	wc	44	05	80	45		15	2.99	$26,889.07
Dillon Quarry Sta. 1486+00.															
1st Mile West	1486+00	1433+20	8"	18T20B	46.8	2471	50								
2nd " "	1433+20	1380+00	"	"	"	2471	40								
1st " East	1486+00	1538+80	"	"	"	2471	50								
2nd " "	1538+80	1591+60	"	"	"	2471	40								
3rd " "	1591+60	1644+40	"	"	"	2471	40								
						12355	80	33	05	80	45		15	2.58	$31,875.90
Quarry at Station 1750+00.															
1st Mile West	1750+00	1697+20	8"	18T20B	46.8	2471	50								
2nd " "	1697+20	1644+40	"	"	"	2471	40								
1st " East	1750+00	1802+80	"	"	"	2471	50								
2nd " "	1802+80	1848+61	"	"	"	2143	40								
						9556	70	42	05	80	45	75	15	3.32	$31,725.92
Grand Total															$90,490.89

Form No. 39.

OREGO STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date December 18, 1920

Job Name Seufert Deschutes Sec.

Week from Dec 13 to Dec 18

Mail Address The Dalles

Highway Columbia River

Telegraph or Telephone Address " "

County Wasco Job Prefix 33PJ

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Dec 13 Check cross sections Sta. 1255 to 1360
" 14 Went over line to Five Mile Rapids
Check cross sections in office P.M.
" 15 Went over line to Deschutes Tunnel A.M.
Cross sections 1360 to 1440
" 16 Check cross sections in office
" 17 Went over line to Deschutes Tunnel
Took Semi-monthly Est over section
" 18 [illegible]
Grade Stakes 1345 to 1360

NOTED
B. B. GLAISYER

APPROVED

RECEIVED
DEC 20 1920
Ans'd

Signed J. E. Peck
Title Res Engr

(See back of this sheet for instructions and detailed information.)

FRANKLIN F. KORELL
PORTLAND, OREGON

D[illegible] 1[illegible].

[illegible] Highway Engineer,

[illegible]

[illegible], Oregon.

Dear Sir:

[illegible] of
[illegible] the
[illegible] Port-
[illegible], which
[illegible]
[illegible] certi-
[illegible] bond
[illegible] of
[illegible] 1921, [illegible]

Yours very truly,

F F Korell

FFK:JS

[illegible].

GRADING CONSTRUCTION

Total miles of grading on project 12.5

Miles completed 10

Miles completed except finishing 1

Miles covered by contractor's forces 12.5

Miles cross-sectioned 12.5

Miles cross-sections completed and checked 2

Miles to be remeasured 2

Number men in Engineering Party 3

Contractor's average force for week 41 *men,*

16 *teams,* .... *steam shovels*

Grading work will be completed about [illegible]

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed ....

Miles partially done ....

Average daily yardage placed this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Surfacing will be completed about ....

Number men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

1

STATE OF OREGON,)
) ss.
County of Multnomah.)

I, L. Johnson, of Portland, Oregon, being first duly sworn, on oath depose and say: That at the special instance and request of James L. Stevenson & Co., contractors for the construction of that portion of the State Highway known as the [illegible]-Deschutes section of the State Highway in the State of Oregon, the same being more particularly described and shown upon the plans and specifications prepared by the engineer for the State Highway Commission of the State of Oregon on file in the office of said Commission at Salem, Oregon, L. Johnson, [illegible] Larson, Swan [illegible], Gust Olson, Peter [illegible], and A. Young, partners under the firm name of L. Johnson & Co., performed labor, furnished [illegible] upon said highway of the [illegible] value of the sum of $2485 00/100; and that there is now [illegible] on account of said labor, [illegible] provisions and materials [illegible] the following is a [illegible], the total amount [illegible] 2485 00/100 [illegible] L. Johnson, [illegible] Larson, [illegible] Gust Olson, [illegible] A. Young [illegible] against said James L. Stevenson & Co. for said labor, provisions, and materials [illegible] upon said

[illegible] Atty. Genl.
Salem, Oregon.

FJB:M

STATE OF OREGON,)
) ss.
County of Multnomah.)

I, L. Johnson, of Portland, Oregon, being first duly sworn, on oath depose and say: That at the special instance and request of James A. Clemenson & Co., contractors for the construction of that portion of the State Highway known as the Seufert-Deschutes Section of the State Highway in the State of Oregon, the same being more particularly described and shown upon the plans and specifications prepared by the Engineer for the State Highway Commission of the State of Oregon on file in the office of said Commission at Salem, Oregon, L. Johnson, Werner Larson, Swen Swanson, Gust Olson, Peter Ekstedt, and A. Young, partners under the firm name of L. Johnson & Co., performed labor, furnished provisions and supplied material in and upon said highway of the reasonable value of the sum of $2485 00/100, and that there is now due and owing to said parties for and on account of said labor, provisions and materials from said contractors as aforesaid at this date, the full sum of $2485 00/100. That the following is a true and correct statement of the account of said L. Johnson, Werner Larson, Swen Swanson, Gust Olson, Peter Ekstedt, and A. Young against said James A. Clemenson & Co. for said labor, provisions, and materials performed and furnished at its instance upon said highway, to-wit:

To labor performed in and about and upon said tunnel excavation work, between the 1st day of November, 1920, and the 2nd day of December, 1920,	$1485.00
To provisions supplied and materials furnished to said work between November 1st, 1920, and December 2nd, 1920,	$1000.00
Total,	$2485.00

That no part of said sum of $\$2485\frac{00}{100}$ has been paid, and the same is now due and owing at this date.

L Johnson

Subscribed and sworn to before me this 13th day of December, 1920.

Notary Public for Oregon

My commission expires Sept 4, 1923

UNION PACIFIC SYSTEM
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

A. C. SPENCER,
General Attorney
C. E. COCHRAN,
Assistant General Attorney
JOHN F. REILLY,
W. A. ROBBINS,
Attorneys

PORTLAND, OREGON.

December 4, 1920

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

This will acknowledge your favor of the 3rd inst., returning five counterparts of the supplemental agreement covering changes in location of highway encroachments in the Seuferts-Deschutes Section in Wasco County.

When these agreements have been executed I shall be glad to furnish a copy for your files as requested.

Yours very truly,

A. C. Spencer
B

CC Mr. J. M. Devers,
Asst. to Atty. Genl.
Salem, Oregon.

FJB:M

December 3, 1920

Mr. A. C. Spencer,
General Attorney, O.W.R. & N.,
Wells-Fargo Building,
Portland, Oregon.

Dear Sir:

In Mr. Devers absence I am returning to you herewith supplementary agreement between the State of Oregon, Wasco County, Oregon-Washington Railroad & Navigation Company, The Western Union Telegraph Company and James F. Clarkson & Company, relating to the Columbia River Highway encroachments between Seufert and the Deschutes River.

You will note that these agreements have been signed by the chairman and one of the Commissioners only, on account of Mr. Kiddle's absence. The State law makes the action of a majority of the Commissioners binding but if you would prefer it, at a later date we will secure Mr. Kiddle's signature. At the present time, however, he is in Washington and will not return until about Christmas.

I trust you will return one copy of this agreement for our files after it has been executed by the other parties.

Yours truly,

Secretary.

RAK:LM
Encls.
cc. Mr. J. H. Devers, Office.

F.

PR 37

File

RECEIVED
DEC 3 1920
STATE HIGHWAY ENGINEER

3PJ - Tunnel.
File 63.

The Dalles, Ore., Dec. 2, 1920.

Mr. S. Murray, Chief Engineer,
O. W. R. & N. Company,
1200 Wells Fargo Bldg.,
Portland, Oregon.

Dear Sir:

In regard to the tunnel situation about one mile west of the Deschutes River, our tunnel gang quit the job yesterday, partly on account of delays, and other conditions, but we expect to have a new crew organized and in here today. The tunnel is about half completed, or in other words, about forty feet of the total length of eighty feet is completed at the present time. It will probably take about another month to complete the tunnel, and in the meantime we are expecting to put in another gang to fix up the east end of the tunnel, and will figure on taking out the material from the east portal of the tunnel to grade a distance of about 200 feet with a drag line outfit, which we have figured is the quickest and most economical way of handling this material, also with which we can handle this material a great deal more safely.

Our entire project here depends on the placing of a gauntlett track, of which we are badly in need now. In fact our work is practically tied up at present waiting for this track to be installed. We would appreciate having this put in at your earliest convenience.

As we expect to finish this tunnel in slightly less than one months time, I think it would be well to have the gauntlett track installed at the Cape Horn tunnel January 1st, and ready for operation, say, on a definite date of January 5th. I am assuming that you do not care to have us start this Cape Horn tunnel even though we will be working under ground until the gauntlett track is in. In case the Operating Department object to operating for a longer period than necessary on the gauntlett track, if you will permit us to go into the tunnel work itself without the use of a gauntlett track, we may save some time in the total amount of time which the operating department would have to operate over the gauntlett, but I think as we have to put in the gauntlett anyway that we should have it installed on the date I suggest, and we will try to handle the entire work both outside the tunnel and inside at the same time and make as short a job as possible.

I was over this project completely yesterday with J. F. Clarkson, who has the contract for the grading between Seuferts and the Deschutes River. As you know, Mr. Clarkson is probably the most experienced man in the State today on this class of work. He has informed me that it is his intention at this time not to further employ station men on this work, but to put Mr. Fred Baker, who is a man of great experience on tunnel work and grading, in charge of the work itself. I think this arrangement will speed up the handling of the work considerably, and I think also is an ~~initial~~ additional safe guard to the Railroad Company.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

cc Salem
cc Mr. Oliver Orre.

Noted

3

M A I L G R A M

File 115-36

Portland, Ore., Dec. 1, 1920.

Mr. A. C. Spencer - Building.

With reference to your letter of November 23rd transmitting to Mr. Devers supplemental agreement covering highway construction and track changes in connection therewith, Seufferts-Deschutes Section of the Columbia River Highway:

Will you kindly keep me advised as to the status of the execution of this agreement, since it will be only a short time until it will be necessary to make the track changes contemplated by the agreement and same should, of course, be executed on the part of the Highway Commission, Mr. Clarkson and the Surety Company, before said changes are made.

S.

MJR:vb
cc- Mr. Oliver Owre - Sherman
cc- Mr. C. C. Kelley - Salem, Ore.

OREGON STATE HIGHWAY COMMISSION

November 29, 1920.

Mr. J. M. Scott,
Division Engineer,
The Dalles, Ore.

F.A. #37

Dear Sir:

Attached hereto you will find a copy of the Special Provisions as prepared for the surfacing of the Rufus-Deschutes River section.

You will note that a number of revisions have been made in the Special Provisions which you submitted for this project, these revisions having been made in accordance with the recommendations of Mr. Kelley. If you note anything which does not appear to you to be along the right lines, kindly let us hear from you. Also, please submit a revised estimate of quantities and cost for this work.

It is likely that bids for this project will be received on January 4th.

Very truly yours,

HERBERT NUNN
State Highway Engineer.

By

Office Engineer.

RHP C.H
Enc

FORM 4 5M-7-20

S. [illegible]ON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

PR 37

33PJ - Force Order No. 10.
File 53.

The Dalles, Ore., Nov. 30, 1920.

RECEIVED
DEC 1 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

We are enclosing herewith force order bill in amount of $49.96 for work done on force order No. 10, Contract 253. In checking up the stations where this work is intended to be done we find that we were in error on the original force orders, and that the location by station numbers as corrected are Stations 1530 to 1560.

Please make this correction on your copy of the force order.

Respectfully yours,

J. H. SCOTT,
Division Engineer.

AMA:kl
Encls.

By

37

Nov. 27, 1920.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File

Scott

Dear Sir:

Reference is made to your letter of Nov. 10th submitting the offer of Porter & Conley to surface that section of the Columbia River Highway from Deschutes River west, approximately one mile. It now appears that the tunnel one mile west of the Deschutes River will be completed withim the next two or three weeks and therefore before the contractor for the surfacing of the Seufert-Deschutes River Section could have completed his operations from the Celilo Gravel Pit. We therefore see no reason why this one mile section east of the tunnel should not be included in the contract for the surfacing of the Seufert-Deschutes River Section, and we are accordingly preparing our specifications for the surfacing of that section to include this one mile piece.

This action is with the approval of Mr. Kelley.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP:ET

FORM 3530

UNION PACIFIC SYSTEM
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

A. C. SPENCER,
GENERAL ATTORNEY

PORTLAND, OREGON.

Nov 23, 1920

Mr. J. M. Devers,
Assistant to Attorney General,
Salem, Oregon.

Dear Sir:

In conference here yesterday between Contractor Clarkson, State Highway Engineer Kelly, and Railroad Engineer Murray, the enclosed supplemental contract was agreed upon. The Railroad Company must proceed to gauntlet its track and arrange its block signals as contemplated by the agreement so that the contractor's work may not be delayed. Please submit contract to Engineer Kelly, if it correctly reflects our agreement, and have the Highway Commission sign it, returning all of the originals, five in number, to me so that I may secure the signatures of the contractors, and that the Surety may subscribe its assent, then the work may proceed while the other parties are completing the execution.

Yours very truly,

ACSpencer

ACS : S

FORM 5A 5M-7-20

BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

November 24, 1920

PF 37

Seufert-Des Chutes

Mr. Roy A. Klein, Sec'y,
State Highway Commission,
Office.

Dear Sir:

A conference was held November 22nd with Messrs. Spencer, Murray and Roberts of the O. W. R.& N. Company, Mr. Clarkson, the contractor and myself, regarding the matter of tunnel construction on railroad encroachments Nos. 5 and 9 of the Seufert-Deschutes River Section of the Columbia River Highway.

It was tentatively agreed by all parties concerned, as follows:

That the railroad Company would approve our plans as revised September 23rd, covering tunnel and side cut construction on encroachments Nos. 5 and 9.

That the railroad company would prepare a supplementary agreement with the contractors covering changes in plans of construction, said supplementary agreement to be approved by the contractors' bondsmen.

That the railroad would prepare an agreement for the approval of the Highway Commission covering the expense of installation ofa guantlet track to assure safe operation of trains during construction.

The railroad reserved the right to install a shoo fly track on encroachment No. 9 if in the opinion of the Chief Engineer of the railroad, it is though that the guantlet track as proposed was insufficient to secure a safe operation of trains.

That the railroad company reserves the right to place a special representative of the operating department on the job during the progress of the work, the expense of which was also to be borne by the State.

Respectfully,

L C Kelley

Assistant Engineer.

Files returned herewith.

November 24, 1920.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Ore.

F.A. #37

Dear Sir:

Reference is made to your letter of Nov. 15th, transmitting force account bills for certain work done by Clarkson & Company in connection with the overhead crossing at Big Eddy.

On our contract we can pay only five percent upon the materials used in this work and the force account bills are being corrected accordingly.

Very truly yours,

HERBERT NUNN
State Highway Engineer,

By

Office Engineer.

SHP CJR

PR
37

Form 3010

STANDARD
3-20-5M

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

File 115-36

November 18, 1920.

[illegible] Seuffert

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Confirming conversation between Mr. H. J. Roberts of this office and a member of your office and also with Mr. Klein today, regarding highway construction through the two tunnel points, Seufferts-Deschutes River Section of the Columbia River Highway:

Kindly wire Mr. Kelley to endeavor to get in touch with Mr. James T. Clarkson and both of them please call at this office as soon as possible in connection with arriving at a definite understanding regarding the above subject.

It was further understood that you would send us a copy of your telegram to Mr. Kelley for our files.

Yours truly,

S. Murray
HJR

Form 1204

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

37

RECEIVED AT

B47PO T 25 BLUE

SALEM ORG 1159 AM NOV 18 1920

C C KELLEY 126
~~125~~

CARE R H BALDOCK DIVN ENGR LAGRANDE ORG

MURRAY DESIRES EARLIEST POSSIBLE CONFERENCE WITH YOU AND CLARKSON ON DESCHUTES TUNNEL MATTER STOP CLARKSON NOW BETWEEN FOSSIL AND SPRAY STOP ARRANGE DATE WIRE ROBERTS

R A KLEIN

1217PM

---

later would state that this is lumber secured from the Government property at Big Eddy, and in case it is salvaged and returned in good order that there will probably be no charges therefore.

Respectfully yours,

J. H. SCOTT,
Division Engineer.

AMA:kl
Encls.

By Alspaugh

[illegible]
NOV 16 1920
STATE HIGHWAY ENGINEER

FORM A 3M-7-20

[illegible]ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

37

3PJ - Force Orders.
File 53.

The Dalles, Ore., Nov. 15, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

We are enclosing herewith force order No. 15, Contract No. 253, and also attached is a bill for work done under this force order amounting to $583.19. You will note that 10% has been added to the cost of materials, and that our usual allowance is 5%, but we are informed that the bridge department makes an allowance of 10% for work done on bridges, so assume that in this case it is correct.

In reference to lumber which is marked "To be billed later" would state that this is lumber secured from the Government property at Big Eddy, and in case it is salvaged and returned in good order that there will probably be no charges therefore.

Respectfully yours,

J. H. SCOTT,
Division Engineer.

By Alspaugh

AMA:kl
Encls.

RECEIVED
NOV 16 1920
STATE HIGHWAY ENGINEER

P&P 37

3PJ - Progress of Overheads.
File 6.

The Dalles, Ore., Nov. 11, 1920.

R NOV 1920
STATE

RECEIVED
NOV 16 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention C. B. McCullough.

Dear Sir:

On the Seufert-Deschutes Section of the Columbia River Highway the contracting firm which has the two overhead bridges are making practically no progress, and at present have no men working on either bridge. There is a considerable amount of yardage to be put in at the ends of the bridges, and the grading contractor is getting his work fairly well along, and at the December meeting we expect to let a contract for gravelling this section. Will it be possible to speed up this bridge work and get it out of our way? It seems that they could probably get more men and push this work.

Respectfully yours,

J. H. Scott

J. H. Scott,
Division Engineer.

JHS:kl

cc to C. C. Kelley. ✓

Feb 1 ✓
Jan 10 '21 ✓

PR 37

NOTED
H. N.

3PJ - Excavation of Relics.
File 53.

The Dalles, Ore., Nov. 12, 1920.

NOTED
C. C. KELLEY

Mr. George H. Himes,
Oregon Historical Society,
253 Market Street,
Portland, Oregon.

NOV 15 1920
COUNTY ENGINEER

Dear Sir:

In connection with the Highway work at Big Eddy we are day-lighting the cut on the north side of our roadbed and depositing the material adjacent to the canal bank in order to make the ground along the canal bank more sightly and pleasing to the eye along our highway route. At the south side of the road bed we are tearing out the remainder of the tennis court which we destroyed. We are doing this in order to permit the Government Agents in charge of the canal and grounds to grade up and seed these lawns and beautify the grounds. In addition to this we are employing two or three men to test out the bottom of the cut below grade. On this work on the road bed itself, if we find any relics the work will be continued as long as we consider we are finding enough to justify the work. We will undoubedly find some more in the bottom of the cut itself, and will find quite a few on the work contemplated at the side of the road bed.

I have stationed a guard on the work, and will let no one do any excavating of any kind unless authorized by this office. Yesterday we found several ordinary pieces of stone utensils. If you can spare the time I would appreciate it if you can arrange to come up here occasionally and look over the collection we are getting. These are being brought into town and stored here in the Court House as fast as excavated.

We are doing a great deal of this excavation work as a protection to our roadbed for the reason that if we thoroughly test out the ground it will discourage outsiders continually tearing up and tunneling under our road bed.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

cc to Mr. Nunn.

37

33PJ - Gauntlet Track.
File 63.

The Dalles, Ore., Nov. 12, 1920.

Mr. J. Murray, Chief Engineer,
O. W. R. & N. Company,
1208 Wells Fargo Bldg.,
Portland, Oregon.

NOTED
H.N.

Dear Sir:

Tunnel work on the point about one mile west of the Deschutes River has been started for several days and is progressing very satisfactoraly. In a few days we will be ready to start the open excavation at the east end of the point. Will you please arrange to lay gauntlet track as soon as possible to enable us to work along side of the south track at this point.

Very truly yours,

J. H. Scott,
Division Engineer.

JHS:kl

cc to Mr. C. C. Kelley.

C
C 3

Form 3010

Standard
8-20-5M

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

File 115-36
83 SIXTH STREET
PORTLAND, OREGON

November 11, 1920.

Mr. C. C. Kelley,
Assistant State Highway Engineer,
Salem, Oregon.

Dear Sir:

These lines will acknowledge your letter of November 9th asking for a reply to your letter of September 28th, highway construction through tunnel points, Seufferts-Deschutes River Section, Wasco County, Oregon.

I respectfully refer you to my letter of November 8th which is a reply to yours of September 28th on this subject. The matter was somewhat delayed in order to give our principals at Omaha an opportunity to also pass upon the matter. I will arrange to expedite the agreement as much as possible.

Yours truly,
S Murray
HR

cc- Mr. A. C. Spencer

FORM 4 5M-7-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 37

28PA - Extention of Contract.
File 24.

The Dalles, Ore., Nov. 10, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

REFERRED TO
R A K Eng [illegible]
BY H. N.

Dear Sir:

We are enclosing herewith a letter from Porter & Conley agreeing to an extention of their contract for the Sherman County Section to approximately one mile west of the Deschutes River to what is known as the Deschutes Tunnel, at the same rate per cubic yard as they are receiving for the Sherman County work plus an additional fifty cents per yard for the extra haul. We would advise acceptance of this price, as it is very desirable that this one mile be surfaced at this time, owing to a delay in completion of the Deschutes Tunnel.

Respectfully yours,

J. H. SCOTT,
Division Engineer.

AMA:kl
1 Encl.

By Alspaugh

Reject

RECEIVED
NOV 12 1920
STATE HIGHWAY ENGINEER

FORM 3010

STANDARD
3-20-5M

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

File 115-36

RECEIVED
NOV 12 1920
STATE HIGHWAY ENGINEER

November 8, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. C.C. Kelley,
Assistant State Highway Engineer:

Dear Sir:

Your letter of Sept. 28th submitting plan illustrating proposed highway construction through the tunnel points just west of Celilo and just west of the Deschutes River, Seufferts-Deschutes Section, Wasco County, Oregon.

We contemplate offering no serious objection to the plan outlined in your letter and illustrated upon the plans, except that we are of the opinion that the shoo-fly should be constructed as indicated upon your plan, just west of the Deschutes River, and that the whole matter be covered by another agreement setting forth the details of construction and stating the obligations of both parties to the agreement.

I will request, therefore, that construction at both of these points be further delayed until you and your principals have opportunity to approve of the agreement, in order that all details will be fully understood and agreed to by both of us before the work is undertaken.

Our attorneys are now proceeding with preparation of the agreement and I will ask them to expedite same as much as possible. Will you please send me another copy of the plans which were submitted with your letter Sept. 28th?

Yours truly,

cc-Mr. J.M. Devers,
Assistant to Attorney General,
Salem, Ore.
cc-Mr. A. C. Spencer
cc-Mr. H. A. Roberts

PR 37

PORTER & CONLEY
INCORPORATED
RAILROAD CONTRACTORS
510 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

November 8, 1920.

Oregon State Highway Commission,
The Dalles,
Oregon.

Dear Sir: Attention Mr. J. H. Scott.

Yours of November 2 received and in reply would say that we are willing to have our graveling contract extended to the tunnel approximately one mile west of the Deschutes River at the same rate plus 50¢ per cu. yd. or in otherwords at the same rate of haul as we are receiving on the Blalock-Arlington work.

Yours very truly,
PORTER and CONLEY, ~~[illegible]~~.

BY- A E Porter

AEP.

Accepted.
notify Dalles
and advise accept to
[illegible] price in
copy of contract

RECEIVED
NOV 9 - 1920
Ans'd

Rejected JHS

RECEIVED
NOV 12 1920

November 16, 1920.

Mr. J. H. Scott,
Division Highway Engineer,
The Dalles, Oregon.

Dear Sir:

I have your letter November 12th asking me to arrange to lay gauntlet track as soon as possible where you are now at work at the Highway Tunnel point about one mile west of Deschutes River, Seufferts-Deschutes Section.

It is necessary that I ask you to delay this work and do nothing except that which is preliminary until your principals have an opportunity to approve of an agreement which is being prepared to cover this matter. This work is of sufficient importance to justify this procedure in order that all those concerned may fully understand each other before the work is carried out, and I have advised Mr. Kelley to this effect.

We will do all we can to expedite preparation of the agreement.

Yours truly,

HJR:vb
cc- Mr. A. C. Spencer
cc- Mr. C. C. Kelley,
Asst. State Highway Engineer,
Salem, Ore.

cc- Mr. H. A. Roberts.

November 9, 1920.

P. R. 37

PORTLAND OREGON Nov. 5, 1920

Mr. S. Murray,
Chief Engineer, O. W. R. & N.,
1208 Wells Fargo Building,
Portland, Oregon.

Dear Sir:

Please refer to our letter P. R. 37, dated September 28th regarding the matter of tunnel construction on encroachment No. 5 and No. 9 on the Seufert-Deschutes Section of the Columbia River Highway in Wasco County.

The grading on this unit is practically complete aside from these encroachments and contract for surfacing will be let at the next meeting of the Commission.

This will be the last work done on this unit and the opening of the road east of The Dalles depends upon the completion of these sections. The contractors' forces have been held in readiness for some time and we again request that you give this matter your earliest consideration.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION,

By

Assistant Engineer.

CCK:LM

JAS. F. CLARKSON & CO.
GENERAL CONTRACTORS

OFFICE
YEON BUILDING
TELEPHONE, MARSHALL 2182

PORTLAND, OREGON. Nov. 5, 1920

Attention - Mr. C. C. Kelly, Asst. Engineer,

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We have started work on Tunnel No. 2 of the Seufert-Deschutes Section of the Columbia River Highway. Please see to it at once that the track changes as promised by Mr. Kelly are completed immediately, or it will hold up the work.

Yours very truly,

JAS. F. CLARKSON & CO.

By Jas F Clarkson

Mr Probert

PR #37

October 25, 1920

Parsons:- Make note of this so it won't be overlooked when final is paid

Roy A. Klein,
Secretary, Highway Commission,
Building.

Dear Sir:

A claim has been made by L. Frank Gordon, General Claim Agent for the Union Pacific System for $100 damages for the killing of a cow belonging to J. C. Wilson of Celilo, which cow, it is claimed, was killed September 9, 1920, near Mile Post No. 95.

A claim is also made by Mr. Gordon for $200 for the killing of a horse belonging to Mike [illegible], which horse, it is claimed, was killed September 21st., 1920, at Mile Post No. 98, near Celilo.

Both of these claims are in connection with work covered by the contract with James F. Clarkson & Company, as I am advised, and I would suggest that before final settlement is made on this contract a release from the Railroad Company should be required, or some other satisfactory disposition of this claim.

Yours truly,

(sd) J. M. Devers

JMD:AF

Assistant Attorney General.

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

October 25, 1920

Roy A. Klein,
Secretary, Highway Commission,
Building.

Dear Sir:

A claim has been made by L. Frank Gordon, General Claim Agent for the Union Pacific System for $100 damages for the killing of a cow belonging to J. C. Wilson of Celilo, which cow, it is claimed, was killed September 9, 1920, near Mile Post No. 93.

A claim is also made by Mr. Gordon for $200 for the killing of a horse belonging to Luke Webeth, which horse, it is claimed, was killed September 21st., 1920, at Mile Post No. 98, near Celilo.

Both of these claims are in connection with work covered by the contract with James F. Clarkson & Company, as I am advised, and I would suggest that before final settlement is made on this contract a release from the Railroad Company should be required, or some other satisfactory disposition of this claim.

Yours truly,

J M Devers

Assistant Attorney General.

JMD:AF

PAP 37

October 21st, 1920.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File - 38 PJ

Dear Sir:

It is expected that bids will be received at the December meeting of the State Highway Commission for the gravel surfacing of the Seufert-Deschutes River Section of the Columbia River Highway.

Kindly supply us with the necessary estimates, special provisions, and other information to be used in connection with the advertising of this work.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

October 16th, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File FR-37

Dear Sir:

Herewith we are sending you four copies of voucher in the amount of $ 73,158.46, covering work done from April 14th to September 30th, 1920 on the Seufert - Deschutes Section, Oregon Federal Aid Project No. 37.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. W. DeSouza,
ET
Enc.

61

for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1

October 7, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, ORE:

The project agreement and certificate to cover Oregon project No. 37 have been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LMB-1a

Copy for State Highway Department

Form P. R. I. 2

State Oregon

Project No. 37.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

READ BY	
DIST. ENGR.	
ANSWERED BY	
FILE	

RECEIVED
SEP 16 1920
U.S. DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of Sept 1920

by and between the State Highway Commission of Oregon, , constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 15th day of January 1920 a project statement, which was approved by the Secretary on the 9th day of March, 1920 for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas he Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 24th day of August, 1920 and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of

one hundred and forty nine thousand and six hundred and two and 20/100

dollars ($149,602.20) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State, Chapter 175, laws of 1917, and chapter 31, laws of 1920. (By act of the legislature of (date and citation), appropriating .... dollars.

* (*b*) By the Count...... of .... (By tax levy or bond issue authorized by act of .... (date and citation),

* (*c*) ....

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point one-half mile West of Three Mile Creek Crossing, and a point at West end of Deschutes River Bridge near Millers, terminal points, a distance of 12.80 miles, known locally as the Columbia River Highway, Seufert-Deschutes River Section, Wasco county.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

Article IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of **one hundred and forty nine thousand and six hundred and two and 20/100** dollars, certified to the Secretary of the Treasury as above mentioned, being **fifty** per cent of **two hundred and ninety nine thousand and two hundred and four and 40/100** dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

Article V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, ~~to ....
(Official or depository.)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... of ....
(State or county.) (Name.)~~

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .... the State Treasurer, Salem, Oregon. ....
(Official or depository.)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... State .... of
(State or county.)
.... Oregon .... of such sums as shall not together with previous payments
(Name.)
exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ....
(Include reference to statute making appropriation and probable amount annually available.)
....
....
....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, and to that end will annually make an estimate of the amount necessary properly to maintain the said project and will recommend at appropriate intervals to the legislature or other proper authority of said State that the sums so estimated be provided from time to time for such maintenance. (Strike out if not appropriate.)

~~ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the .... upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway~~

STRICKEN OUT

7

Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .... (Include reference to statute making appropriation and probable amount annually available.)

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 24 day of August, 1920.

State Highway Commission of Oregon,
By S Benson
Chairman, State Highway Commission.
By
Member, State Highway Commission.
[SEAL.]
By Ed E Kiddle.
Member, State Highway Commission.
By ....
(Title of officer.)
By ....
(Title of officer.)
By ....
(Title of officer.)

[SEAL.]

E D Ball
Acting *Secretary of Agriculture.*

UTION

at the State Highway Commission was
Laws of Oregon for 1917, Section
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QUANTITY SHEET

Ap. 20-1920

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

THE SECRETARY OF THE TREASURY, AND
THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

FIRST. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a rural post road between **a point one-half mile West of Three Mile Creek Crossing and a point at West end of Deschutes River Bridge near Millers,** locally known as **Columbia River Highway, Seufert-Deschutes River Section, Wasco county,** and designated in the records of this Department as Project No. **37**, State of **Oregon**

Second. That in accordance with said section 6 I have approved the sum of $ **299,204.40** as the total estimated cost of said project, and the sum of $ **149,602.20** as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 24th day of August one thousand nine hundred and Twenty, as witness my hand and the seal of the Department of Agriculture.

E. D. Ball
Acting *Secretary of Agriculture.*

JJK

Form 44—2M—7-20.

QUANTITY SHEET

-1920

5

LUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

10500

576

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18.076.00

5000.00

$ 23.076.00

Form 44—2M—7-20.

STATE OF OREGON
HIGHWAY DEPARTMENT

QUANTITY SHEET

Sep. 25-1920

Columbia River Highway [illegible] Co. — Relocation of O.W.R.&N. [illegible] Section No. 5

[illegible]

Solid Rock Exc.	4200	C.Y.		10500
Intermediate Exc. (Talus)	640	C.Y.		576
Tunnel Exc.	1180	C.Y.	(100 lin ft)	7000
				18,076.00
Force a/c getting underground ch-cost of outlet				5000.00
				$ 23,076.00

Form 44—2M—7-20.

QUANTITY SHEET

Sep 22-1920

STATE OF OREGON
HIGHWAY DEPARTMENT

37

[illegible] O.W. R & N
[illegible] No 7

Deschutes. Sta 1800.

[illegible] Excavation	3340 C.Y.		8350⁰⁰
[illegible] Excavation [illegible]	1300 C.Y.		1170
Tunnel Excavation	1100 C.Y.	93 L. Ft.	6510
Retaining Wall	240 C.Y.		3600
[illegible] Pipe	300 Lin. [illegible]		1050
			20680⁰

Office Copy

September 28, 1920

P. R. 37

Mr. S. Murray,
Chief Engineer,
O. W. R. & N. Company,
Portland, Oregon.

Dear Sir:

Please refer to your file No. 115-36, of September 9, 1920, regarding the location of the Columbia River Highway through encroachments No. 5 and 9 on the Seufert-Deschutes Section of the Columbia River Highway in Wasco County.

We are submitting herewith plans which we think will eliminate the hazards you mention in your letter as well as the hazards that confront us from a construction standpoint on the locations previously approved by your people.

ENCROACHMENT NO. 9
1 Mile west of the Deschutes River.

Blue prints, revised September 23rd, illustrating changes desired at this place are submitted herewith.

It is proposed to eliminate the westerly one of the two tunnels and instead to make a cut along the face of the cliff, with the center line of the highway at the closest point, 24 feet from the center line of the south railroad track.

This revision is necessary on account of the shattered and seamy nature of the rock and the possibility of undermining, by tunnel excavation, a portion of the cliff which is detached from the main cliff.

Where we have an embankment section on the low side it is proposed to construct a masonry wall, face batter 1:6, the toe of which is 11 feet out from the center line of the south track at the elevation of the base of rail.

It appears that there can be no objection ~~from~~ for this plan inasmuch as there is only from 9 to 11 feet clearance in placed to the face of the cliff at the present time.

The westerly point is a hard (dice) rock which offers no obstacle to tunneling, but the line has been projected farther into the hill as an additional precaution.

It is requested that during the excavation of the rock at the point of closest contact that the east bound traffic be shunted to the west bound track, using the existing cross overs at Celilo and Millers and operating the line as a single track line between these limits.

Should this prove objectionable from an operating standpoint we suggest the installation of a gauntlet at the expense of the State.

There is ample room for a shoo fly on a ten degree alignment but as the rock is granular and can be loosened in small quantities we much prefer to take it out in a manner that will not necessitate expensive temporary track installation. There is approximately 2675 cubic yards of solid rock to be moved between stations 1800 plus 75 and 1802 plus 15 figured on a ½ to 1 slope. This yardage will probably be considerably reduced as we must by necessity follow the seams in the rock in making this excavation. It is estimated that it will require 4 or 5 weeks to complete this excavation.

ENCROACHMENT NO. 5
Tunnel at Cape Horn.

Maps illustrating the line as approved by your people and the changes we desire are submitted herewith.

Tunnel bore was started at the west portal and disclosed massive seamy rock. The proposition of going back into the hill and driving a long tunnel, was considered but due to the seamy nature of the rock and the inability of lighting the bore and the permanent danger from an operating standpoint, the proposition was abandoned.

It is now desired to build on substantially the same alignment as approved by your people, only throwing back farther into the hill in order to obtain more supporting walls for the tunnel and to approach the east portal at a better angle with the face of the cliff.

Our only difficulty will be getting underground at the east portal. We have arranged, however, to do this work in a very careful manner and only in case of some unusual condition will your people be asked to divert traffic over the north track. We estimate that it will take between two and three weeks to get underground and after that time there can be absolutely no hindrance to traffic.

We have called into consultation Mr. Lyman Griswold, Consulting Engineer, and Mr. C. L. McKesson, Acting District Engineer, Department of Public Roads, regarding the feasibility of these projects, and submit herewith for your information a copy of their respective reports.

As our work at these places is far behind schedule and the use of the road easterly from The Dalles is dependent upon these two projects, we request your early consideration of these matters.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM
Encls.

cc. Bureau of Public Roads, Att. Mr. C. L. McKesson, Portland, Oregon.
cc. Mr. J. M. Devers, Office.
cc. Mr. J. H. Scott, Division Engineer, The Dalles, Oregon.

September 29, 1920

P. R. 57

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Your letter of September 21st regarding the force bill for moving buildings on the Seufert-Deschutes Section, is noted.

I am returning the force bills submitted by the contractor and beg to advise that the moving of these structures was contemplated in the original clearing bid.

Respectfully yours,

HERBERT NUNN,
State Highway Engineer,

By

Assistant Engineer.

CCK:LM
Encls.

HERBERT NUNN
STATE HIGHWAY ENGINEER

W. KLEIN, SECRETARY AND ASSISTANT ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33PJ - Force Orders.
File 53.

The Dalles, Ore., Sept. 21, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

The J. F. Clarkson Company billed us for force account work in removal of dwelling house at Seuferts, on the Seufert-Deschutes Section of the Columbia River Highway, the bill being $380.30.

In the clause of the specifications on clearing and grubbing, work of this nature is included. In the case of this particular job, the bid on item of clearing and grubbing by J. F. Clarkson was $1,500.00. As there is very little work in the nature of clearing and grubbing, and all items of clearing and grubbing that will be necessary to handle by the contractor will consist of two buildings and three or four short fences, it therefore seems that such items as he has presented for force account work should not be allowed.

I will hold such bills as he presents until we feel assured whether or not the total amount of his expense exceeds the price bid for clearing and grubbing. I am enclosing a copy of the bill submitted by him for your reference. I have a number ~~of copies~~ left which can be used when settlement is made.

Respectfully yours,

SEP 23 1920

H. C. Ingle

H. C. Ingle,
Division Engineer.

HCI:kl
1 Encl.

Clarkson told me in [illegible] [illegible] the [illegible] one day that he had this moved by contract
H. C. Ingle

PHONE: OFFICE MAIN 1178
RES. MARSHALL 5737

LYMAN GRISWOLD
CONSULTING CIVIL ENGINEER
[redacted]RAILWAY EXCHANGE BUILDING

REGISTERED PROFESSIONAL ENGINEER
337
OREGON
DEC. 8, 1919
LYMAN GRISWOLD

PORTLAND, OREGON. Sept.24,1920.

Mr.C.C.Kelley,
Ass't State Hwy.Engr.
Salem,Ore.

Dear Sir:-

The work done to date by the contractors at the sites of the tunnels on The Dalles-DesChutes section of the Columbia River Highway has uncovered such serious geological conditions as to render a revision of my former report necessary.

At the site of the eastern tunnel near the DesChutes river the cliff seems to have been badly shattered,perhaps by a coyote shot during the construction of the railroad,so that it is very doubtful if a tunnel can be driven except at a most unreasonable cost.

There is no apparent reason why an open cut cannot be made beside the railroad,however,so this is in my opinion the best solution of the problem confronting you at that point.

The western tunnel at this point seems to offer no obstacles to boring.

At the Cape Horn or Dillon tunnel site the seems to be only two feasible solutions-a long tunnel some forty or fifty feet south of the present location-or a short tunnel through the western point of the cliff and a side cut through the eastern portion of the cliff.

From a tunnelling point of view the long tunnel is the most feasible,but,it is extremely doubtful if such a tunnel can be lighted satisfactorily,which lessens its value for highway purposes.

The proposed short tunnel located at an angle with the railroad seems to offer no serious problems,though,it will be necessary to exercise care in doing the work.

I think the plans of your department as outlined to me yesterday are entirely feasible,therefore recoommend that the work be prosecuted as planned.

Very truly yours,

Lyman Griswold

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore.F.A.37.

September 24, 1920.

State Highway Commission,
Salem,
Ore.

Gentlemen:-

The writer has just returned from an inspection of Oregon Federal Aid project No. 37, which had for its object a study of conditions at the tunnel sites at Station 1570 and Station 1800.

At "Cape Horn" the plan of constructing a single long tunnel with the west portal at about Station 1568+70 and the east portal at 1570+80 appears to be somewhat undesirable. This plan would place the easterly portion of the tunnel in badly shattered columnar basalt. To light such a tunnel would necessitate windows piercing this same shattered formation and would leave the legs on the north side of the tunnel which might prove too thin and unreliable. The failure of the easterly 100 feet of such a tunnel, which is not at all impossible, would be disastrous to the railway and to the highway.

Two alternatives appear possible. The first would require a long, dark tunnel with a portal south of the present portal site at Station 1570+80 and the west portal somewhere near Sta. 1568+50. Such a tunnel would be over two hundred and twenty feet long and too far in the hill to be lighted with windows. To install artificial illumination would be expensive and the operation cost a perpetual burden which should be avoided if possible.

The second alternative is to open cut to about Station 1569+70 and then tunnel about 110 feet to a point about 30 feet south of west portal location on the original tunnel location. This wuld place the tunnel in what appears to be a fairly solid formation, and it would not be necessary to pierce and weaken the tunnel walls with windows. Care would have to be exercised in excavating the cut at the east approach to this short tunnel but with reasonable precautions there does not appear to be any reason to believe that the safety of the railroad would be jeopardized. This last plan appears to the writer to be the most desirable, all features considered.

The difficulties at the other tunnel location at Sta. 1800 (Encroachment No. 9) do not appear to be as difficult of solution. The present plan of two short tunnels does not appear to be well adapted to conditions. The east tunnel as at present proposed (Sta. 1800+75 to 1802+15) is through low, badly broken "scab" of basalt adjacent to a seam which forms the face of the cliff proper. This seam would either be one wall of the tunnel or so near the tunnel wall as to leave a thin, insecure vertical wall of rock between the seam and the inside of the tunnel. As stated the material is seamy and badly broken up and the leg of the tunnel paralleling the railway would be of doubtful strength, especially after it is pierced with windows. The very obvious solution suggested by Mr. Kelley is to open cut along the edge of this "scab" rock to about Sta. 1799+90 and then construct a tunnel about 100 feet long with its west portal about 30 feetsoutherly from the present location. The removal of the rock from the open cut between Sta. 1801+50 and the proposed tunnel portal at 1799+90 could be accomplished without damage to the railway. The formation is granular and could easily be benched down.

I would suggest that early action be taken toward securing a definite decision on these matters in order that the completion of this project will not be unduly delayed.

Very truly yours,

C. J. McKesson

Acting District Engineer.

[illegible]

Salem, Oregon, September 20, 1920.

[illegible]

To the Members of the State Highway Commission.

Seufert - Des Chutes

Gentlemen:

A report was published in the Oregonian last week relating to the decision of Judge Wilson in the Moody case at Deschutes River, in which it was stated that the State Highway Commission had not taken the County Court into their confidence.

Mr. Devers has written me today on this matter and I am sending you herewith a copy of his letter.

Very truly yours,

Roy A. Klein

Secretary.

RAK:LM

1 Encl.

STATE OF OREGON
Legal Department
SALEM

September 20, 1920

C O P Y

Roy A Klein
Building.

Dear Sir:

Answering your request for a report on the efforts of the Highway Commission to pursuade the County Court of Wasco County to procure the necessary right-of-way for the connecting road at Moody's bridge, I wish to submit the following brief statement:

As far back as May of this year, under instructions from the Highway Commission, I took up with the County Court of Wasco County the question of establishing as a county road a connecting road between the state bridge and the county highway leading to the Moody bridge. The County Court assured me they would do so, but procrastinated.

Later I called again on the County Court and they decided to, by resolution, establish a county highway connecting with the state bridge. Subsequently to this conference I met some members of the County Court in The Dalles and they stated to me that they had been in conference with Moody, but did not think they could reach any settlement, so concluded to go ahead and establish the road without further delay.

Mr Ingle discussed the matter once or twice with them without results. Later I addressed a letter to the County Judge, a copy of which is hereto attached.

It will be noted that this letter was written in June prior to the decision in the Rockhill case, and the fact that the law had not yet been construed accounts for my statement in the letter that the Highway Commission was without authority to do the work or establish the road as a state highway, and I took that position before the County Court thinking that if they felt we were without authority they might do it, but this resulted in nothing.

I am sure that Judge Wilson does not know all of the facts with reference to this matter, and the controversy before him the other day would not permit of giving evidence on that question. When the condemnation suit is tried we can then show our negotiations with the County Court.

I regret very much that Judge Wilson felt it necessary to say what he did, but because of the fact that I still have some matters pending before him I have not felt it wise to say very much to him.

I am to take some further testimony on the Moody matter next Friday, in Judge Wilson's Court, and if convenient I think it would be wise for some members of the Commission to be present.

Yours truly,

(Signed) J M Devers

Assistant Attorney General.

C O P Y

June 21, 1920.

Hon J T Adkisson,
County Judge
The Dalles, Ore.

Dear Sir:

I have just been advised that nothing definite has been done by the County Court with reference to the establishment of a county road connecting with the state bridge across the Deschutes. I am surprised that the matter still drags, and that the only thing that seems to be in the way is Mr Moody's objection to the establishment of a road.

The last time I discussed the subject with you I was given to understand that this matter would be pressed to completion so that the road would be ready at the same time the bridge was thrown open to the public, and I trust the Court will see the necessity of immediate action in this matter.

Should it develop that the public will be denied the use of a costly bridge, and continue to pay toll to Mr Moody for an extended period, and should it further develop that the County Court could remedy the situation, but fails to do so, I fear that public sentiment will be rather loud in its criticism and denunciation.

If I could find any authority for the State Highway Commission to open a road and thus make available the new bridge, I would have done so long ago, but I fear that the State is without authority to act, and the public is, therefore, at the mercy of the County Court.

May I have an immediate reply as to what, if anything, the County Court will do in this matter, and do immediately.

Yours very truly,

Ass't to the Attorney General.

(37)

STATE OF OREGON
BUREAU OF LABOR
C. H. GRAM
COMMISSIONER

SALEM, OREGON, Sept.17, 1920.

Mr. C. C. Kelly,
Assist. Highway Engineer,
BUILDING.

My dear Sir:

Attached hereto please find copies of affidavits and correspondence we have had with Jas. F. Clarkson & Co., covering the claims of Arvid Olson, J. Johnson and Dan Peterson.

This is mailed you for your information.

Yours very truly,

C. H. Gram

COMMISSIONER.

CHG-T

ENC

File in
F.a.37 file
CK

Sept. 17, 1920.

Mr. Jas. F. Clarkson,
Yeon Bldg.,
Portland, Oregon.

My dear Sir:

Re the claim of Arvid Olson, J. Johnson and Dan Peterson, I am now in possession of affidavits covering the claim of Dan Peterson and Arvid Olson from which it would appear that their claim is a just one, and they should be paid for the work performed on the tunnel signed for by J. Haak & Co.

I attach hereto copies of these affidavits, also a copy of letter from the clerk at Hotel Foster and a letter from W. H. Fitzgerald, my deputy. I have also forwarded a copy of this correspondence to Mr. Kelly, the Highway Engineer for his information.

In your letter to me under date of Sept. 10th you indicate that you wish me to issue an order for you to pay these claims and you may consider this letter as such, as I am satisfied in my own mind that the claims are just ones.

Yours very truly,

COMMISSIONER.

CHG-T

ENC

C O P Y

Portland, Oregon, Sept. 16, 1920.

Mr. C. H. Gram,
Salem, Oregon.

Dear Sir;

Re matter of Arvid Olson, J. Johnson and Dan Peterson claim against Clarkson & Co. herewith enclosed find affidavits offered by Olson and Peterson; together with statement from Clerk at New Foster Hotel. Further claim is made that Peterson worked as blacksmith on the job in question and has been accustomed to making considerably more than the guarantee. Was employed for two years at the Bremerton Navy Yards as blacksmith and all the time while there was paid $10 per day.

Arvid Olson further claims that his work in connection with the John Haak & Co., contract was that of Machine Drill operator. While these men claim to be skilled workers they are not claiming any more than the muckers or others were paid; namely $8.00 per day.

Yours very truly,

(Signed) W. H. Fitzgerald.

C O P Y

Portland, Oregon. Sept. 14th, 1920.

To all whom it may concern:

This is to certify that Dan Peterson registered at the New Foster Hotel on Aug. 15th and complained to me of being very sick.

New Foster Hotel

By N. L. Robertson, Clerk.

C O P Y

State of Oregon) ss
County of Multnomah)

I, Arvid Olson, being first duly sworn, depose and say:

That I am one of the signers with John Haak & Co., in a contract with Jas. F. Clarkson & Co., in a tunnel project on the Seufert-Deschutes Section of the Clumbia River Highway;

That I worked full days July 29th, 30th and 31st and August 2nd; one-half day August 3rd; and full days August 5th, 6th, 9th and 10th: total eight and one-half (8½) days;

That after performing work as above stated I became sick and of necessity was compelled to quit work. When I again recovered my health and strength I learned that the work had been stopped by order of the Engineer's Department; that I had no intention of abandoning the contract; that it was my intention on recovery to resume work and bear my share of the responsibility and obligation undertaken and to continue with the work to completion.

(Signed) Arvid Olson

Subscribed and sworn before me this 15th day of September, 1920.

(Signed) W. H. Fitzgerald
Notary Public for Oregon.
My commission expires March 30, 1923.

(SEAL)

C O P Y

State of Oregon)
) ss
County of Multnomah)

I, Dan Peterson, being first duly sworn, depose and say:

That I am one of the signers with John Haak & Co., in a contract with Jas. F. Clarkson & Co., in a tunnel project on the Seufert-Deschutes Section of The Columbia River Highway;

That I worked full days July 31st and August 2nd; one-half day August 3rd; full days August 5th, 6th, 7th, 9th, 10th, 11th and 12th; and one-half day August 13th: Total ten (10) days;

That after performing work as above stated I became sick and of necessity was compelled to quit work. When I again recovered my health and strength I learned that the work had been stopped by order of the Engineer's Department;

That I had no intention of abandoning the contract; that it was my intention on recovery to resume work and bear my share of the responsibility and obligation undertaken and to continue with the work to completion.

(Signed) Dan Peterson

Subscribed and sworn before me this 15th day of September, 1920.

(Signed) W. H. Fitzgerald
(SEAL)
Notary Public for Oregon.
My commission expires March 30, 1923.

FORM 4 5M-7-20

S ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

SEP 1920

Sept. 15, 1920.

Mr. H. C. Ingle,
Division Engineer,
The Dalles, Oregon.

File 7.9. #37

Dear Sir:

The enclosed force account order is being returned to you for a more complete description of the work involved.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By S.H. Probert
Office Engineer.

SHP:ET
Enc.

RECEIVED
SEP 18 1920
Ans'd SEP 20 1920

Peck, -
Please note
and rewrite more
legibly or have [illegible]
typewrite it.
H. C. I.

File No. 115-36.

- PERSONAL -

Portland, September 9th, 1920.

Mr. J. P. O'Brien - Building.

Herewith blueprints which Engineer Kelley of the State Highway Department left with us and which I mentioned to you the other day.

Mr. Kelley proposes to take a slab off the face of the cliff at tunnel locations respectively at Celilo and Deschutes. He proposes to do this by light shots. He mentioned taking off the rock in 7 ft. lifts, using TNT. He is very much afraid that he cannot build the tunnels on account of columnar nature and seamy condition of the rock. I am certain his contractor, Mr. James Clarkson, is exerting considerable pressure upon him.

I know of no location in which a tunnel cannot be built and I am not in favor of approving Mr. Kelley's plan.. A further objection I have to the plan is that the edge of the road will be only 8-1/2 feet from the center of track so that a shifted load or a swinging door might easily foul the highway, or coal dropping off the engine might fall upon it.

I am writing Mr. Kelley per copy of letter attached.

Encls.

S. Murray.

Form 3010

STANDARD 9-20-6M

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

File No. 115-36

S. MURRAY,
ASSISTANT CHIEF ENGINEER

83 SIXTH STREET
PORTLAND, OREGON

September 9th, 1920.

Mr. C. C. Kelley,
Assistant State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

Referring to our recent conversation in regard to your proposal to change the location of the proposed Columbia River highway at Celilo and Deschutes so as to parallel our track with a clearance of 8-1/2 feet.

From our point of view the hazards involved in the construction you propose to substitute for the tunnels, are so great that I cannot see my way clear to recommend to our management that we agree to it.

Yours very truly,

S Murray

c/c - Mr. J. P. O'Brien,
General Manager, Building.

c/c - Mr. A. C. Spencer,
General Attorney, Building.

PR 37

File No. 115-34.

- PERSONAL -

Portland, September 9th, 1920.

Mr. J. P. O'Brien - Building.

Herewith blueprints which Engineer Kelley of the State Highway Department left with us and which I mentioned to you the other day.

Mr. Kelley proposes to take a slab off the face of the cliff at tunnel locations respectively at Celilo and Deschutes. He proposes to do this by light shots. He mentioned taking off the rock in 7 ft. lifts, using TNT. He is very much afraid that he cannot build the tunnels on account of columnar nature and seamy condition of the rock. I am certain his contractor, Mr. James Clarkson, is exerting considerable pressure upon him.

I know of no location in which a tunnel cannot be built and I am not in favor of approving Mr. Kelley's plan.. A further objection I have to the plan is that the edge of the road will be only 8-1/2 feet from the center of track so that a shifted load or a swinging door might easily foul the highway, or coal dropping off the engine might fall upon it.

I am writing Mr. Kelley per copy of letter attached.

Encls.

S. Murray.

File No. 115-

September 9th, 1920.

Mr. C. C. Kelley,
Assistant State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

Referring to our recent conversation in regard to your proposal to change the location of the proposed Columbia River highway at Celilo and Deschutes so as to parallel our track with a clearance of 8-1/2 feet.

From our point of view the hazards involved in the construction you propose to substitute for the tunnels, are so great that I cannot see my way clear to recommend to our management that we agree to it.

Yours very truly,

c/c - Mr. J. P. O'Brien,
General Manager, Building.

c/c - Mr. A. C. Spencer,
General Attorney, Building.

DR 37

File 115-36

Portland, Ore., September 8, 1920.

Mr. Murray:

Referring to Mr. C. C. Kelley's visit several days ago and his proposed plan for constructing the Columbia River Highway through the rock point about one mile west of Des Chutes and also the rock point just west of Celilo or Cape Horn.

He requested approval on our part of a plan to construct the highway with the nearest edge of the supporting wall 8 1/2 feet from the center line of the nearest or south track without tunnels and that we discontinue use of the south track and put all of our traffic on the north track. We cannot approve this plan for two reasons.

In the first place, 8 1/2 feet is entirely too close for the highway and; second, I believe that it is not practicable to construct the highway without seriously conflicting with our train operations on the north track. The latter objection could be overcome by the construction of a shoo-fly further from the work, say 50 or 75 feet, but this would be very expensive on account of the low ground in that vicinity and would require the construction of trestles.

We have approved the plan and location through the point just west of Des Chutes River~~, and~~ At the point west of Celilo, ~~the~~ plan has been considered by the Highway Engineers to put in about 200 or 250 feet of tunnel and lay the line about 80 feet from the track rather than construct the short tunnel of about 100 feet in length near the track. MC Williams ~~The Operating Department~~ and myself have indicated that if it were our work we would be inclined to favor the longer tunnel.

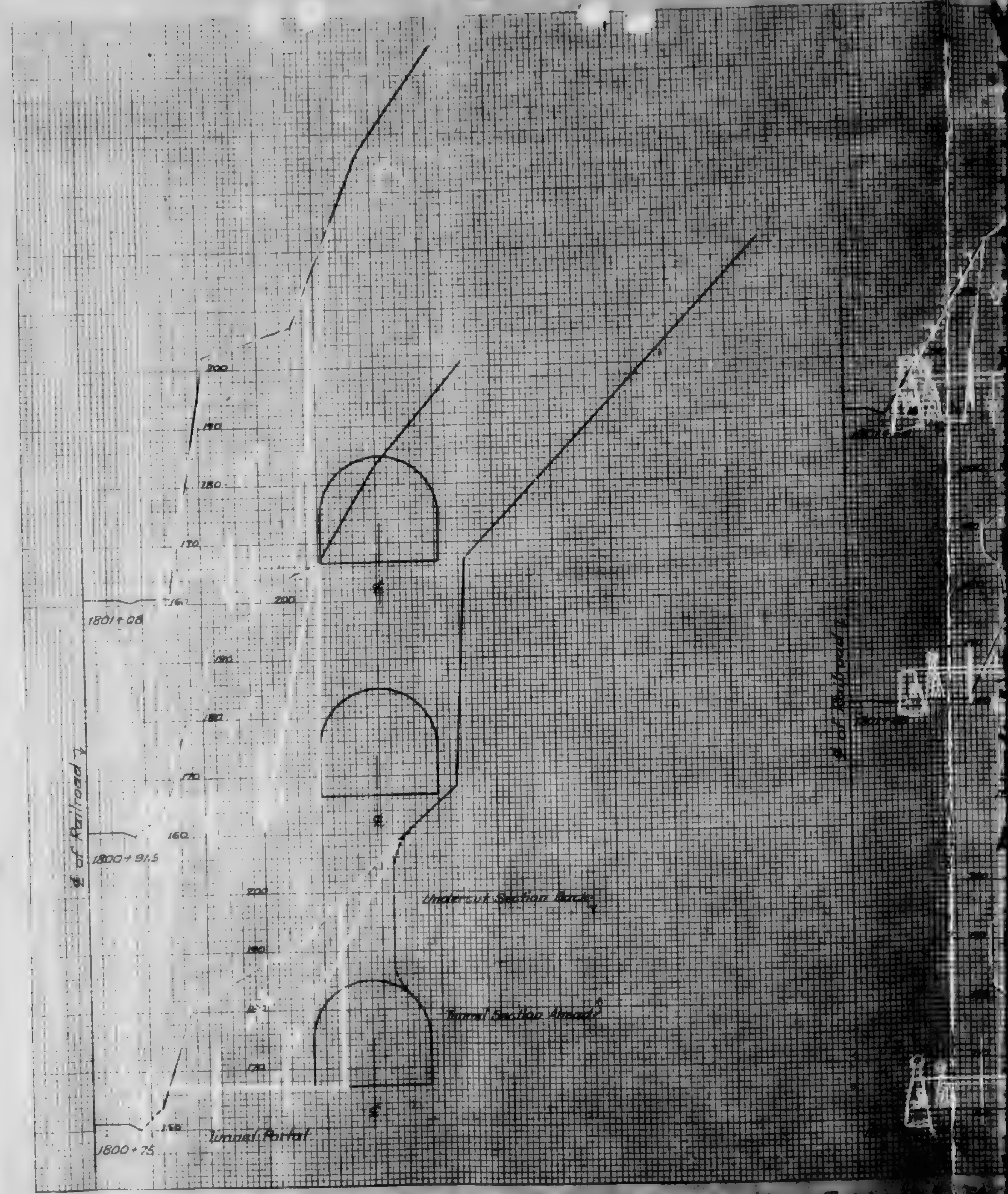
Mr. Kelley states now that he cannot drive these tunnels because the rock is seamy and loose rock, ~~in accordance~~. This condition could have been expected. As far as this department is concerned, I think none of us have seen any kind of material that could not be tunneled.

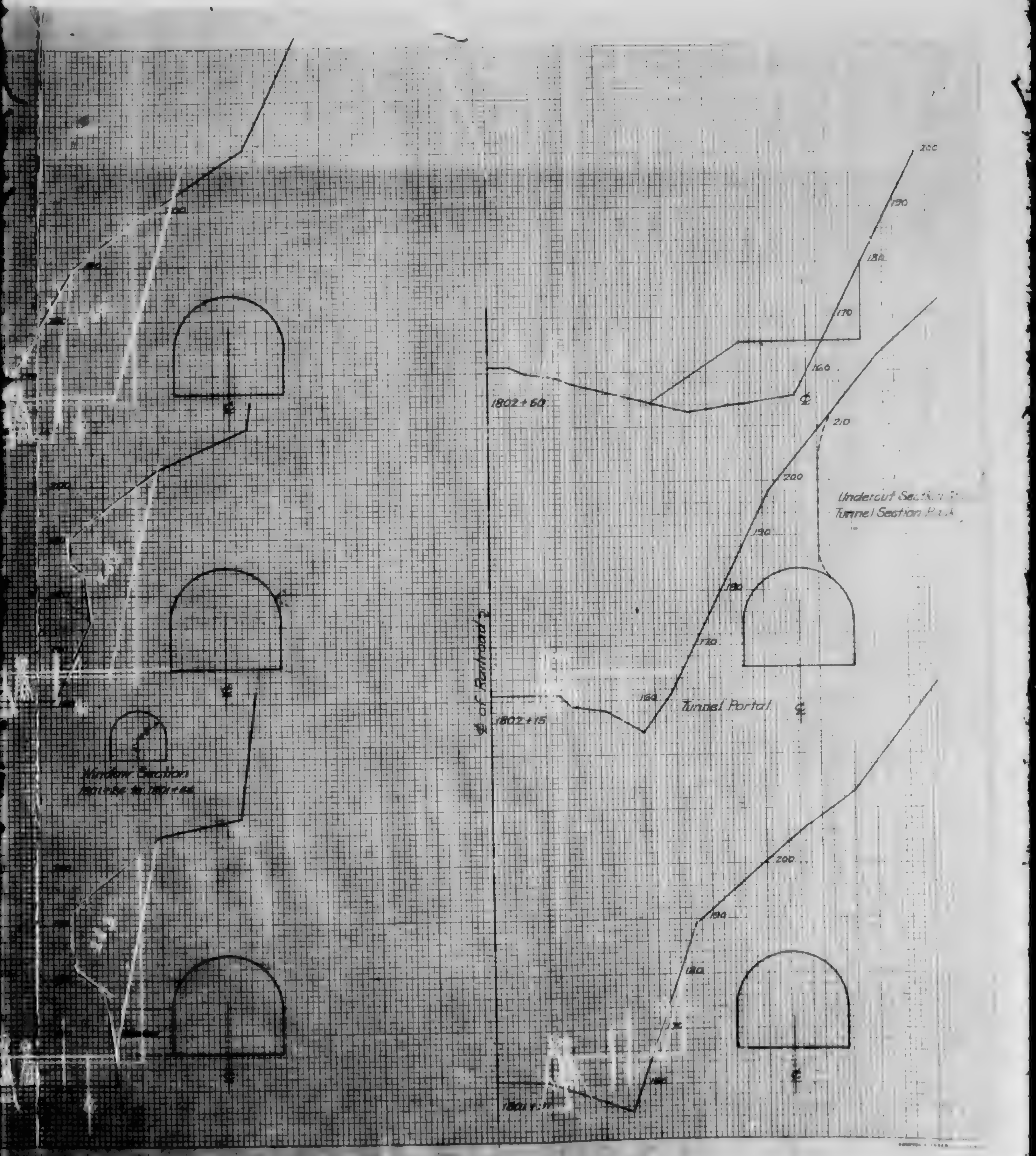
It is my opinion that the Contractor is exerting considerable influence on the Engineer for the reason that he finds that the tunnel work would probably cost him more than he anticipated and with the proposed plan without tunnels it would probably be done under the force account clause of his contract, in which case he would not stand to lose anything ~~with~~ at these two points.

I suggest that the matter be discussed with Mr. Roberts since he is interested and has been up on the ground, and reply to Mr. Kelley from an engineering standpoint before taking it up with Mr. O'Brien, stating that we cannot recommend his plan, but not tell him definitely what he should do but rather what we would do if the job was ours.

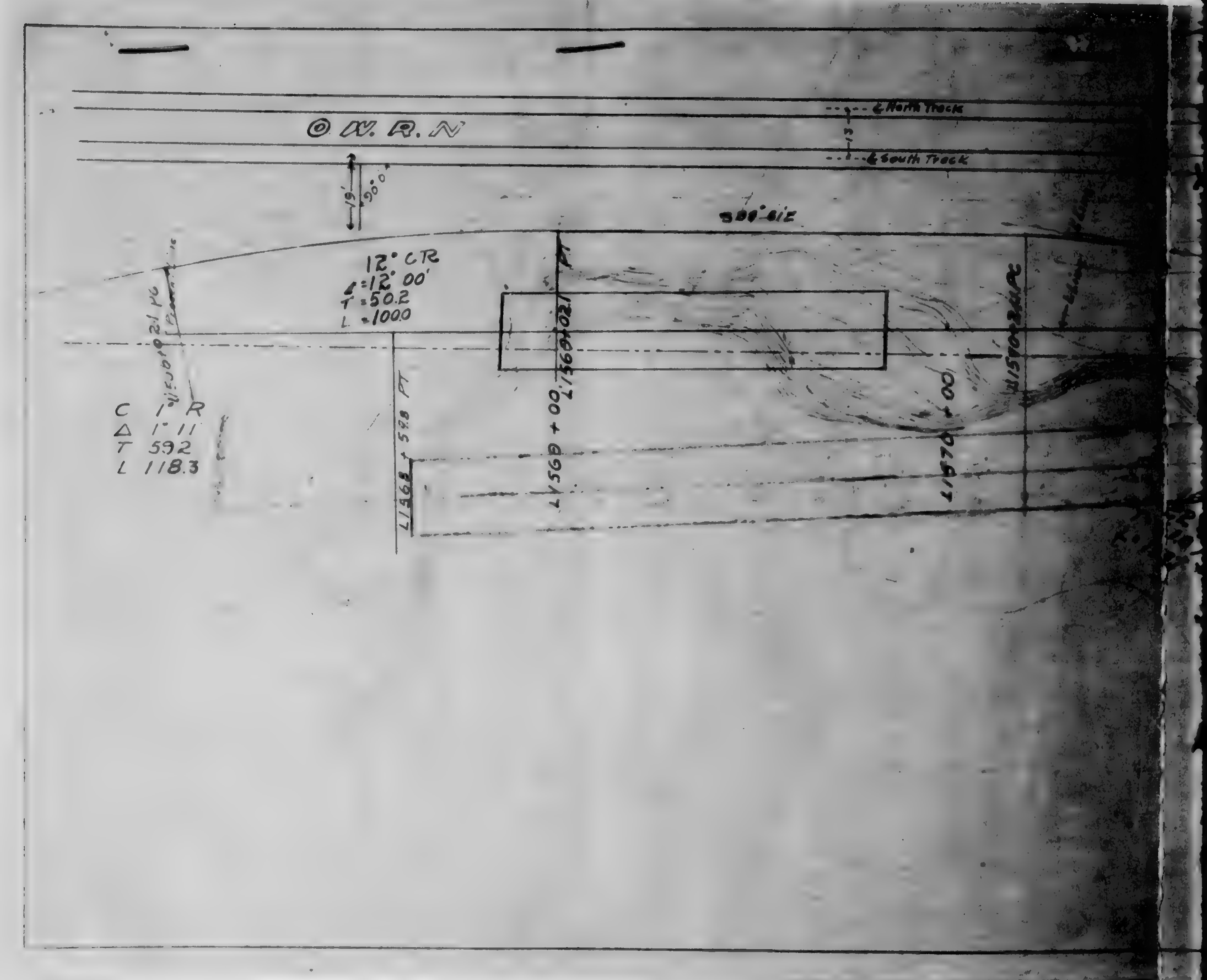
His plans in duplicate are attached. He called up yesterday asking for early reply.

H. J. Roberts.

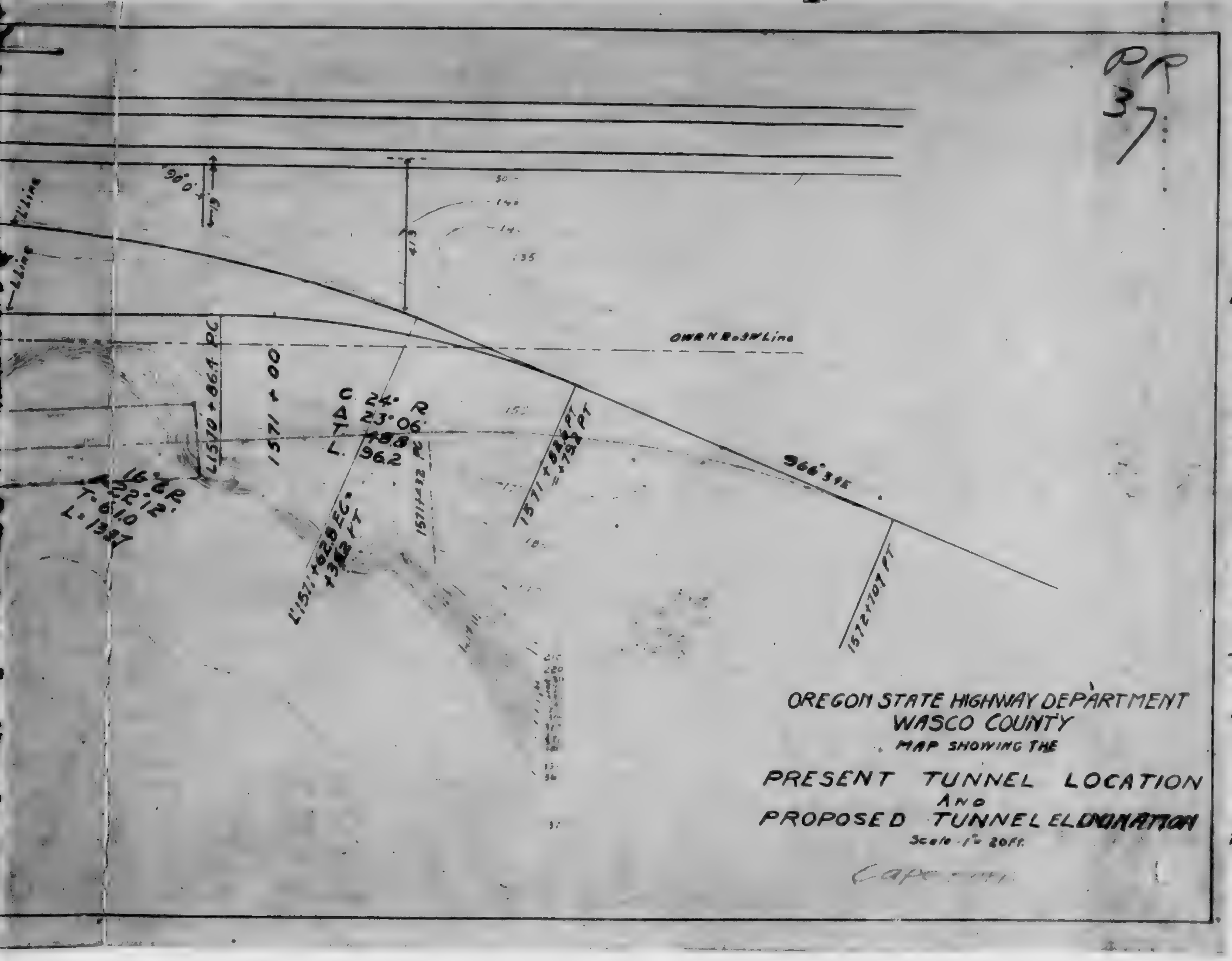

1801+08
1800+91.5
1800+75
℄ of Railroad
℄
Undercut Section Back
Tunnel Section Ahead
Tunnel Portal
TUNNEL 5A.



[illegible] 1800+75 – 1802+15


O.W.R.N
℄ North Track
℄ South Track
19'
90°0'
12° CR
Δ=12°00'
T=50.2
L=100.0
L1567+02.1 PC
C 1° R
Δ 1°11'
T 59.2
L 118.3
L1568+59.8 PT
L1569+00
L1569+02.1 PT
L1570+00
L1570+24.1 PC

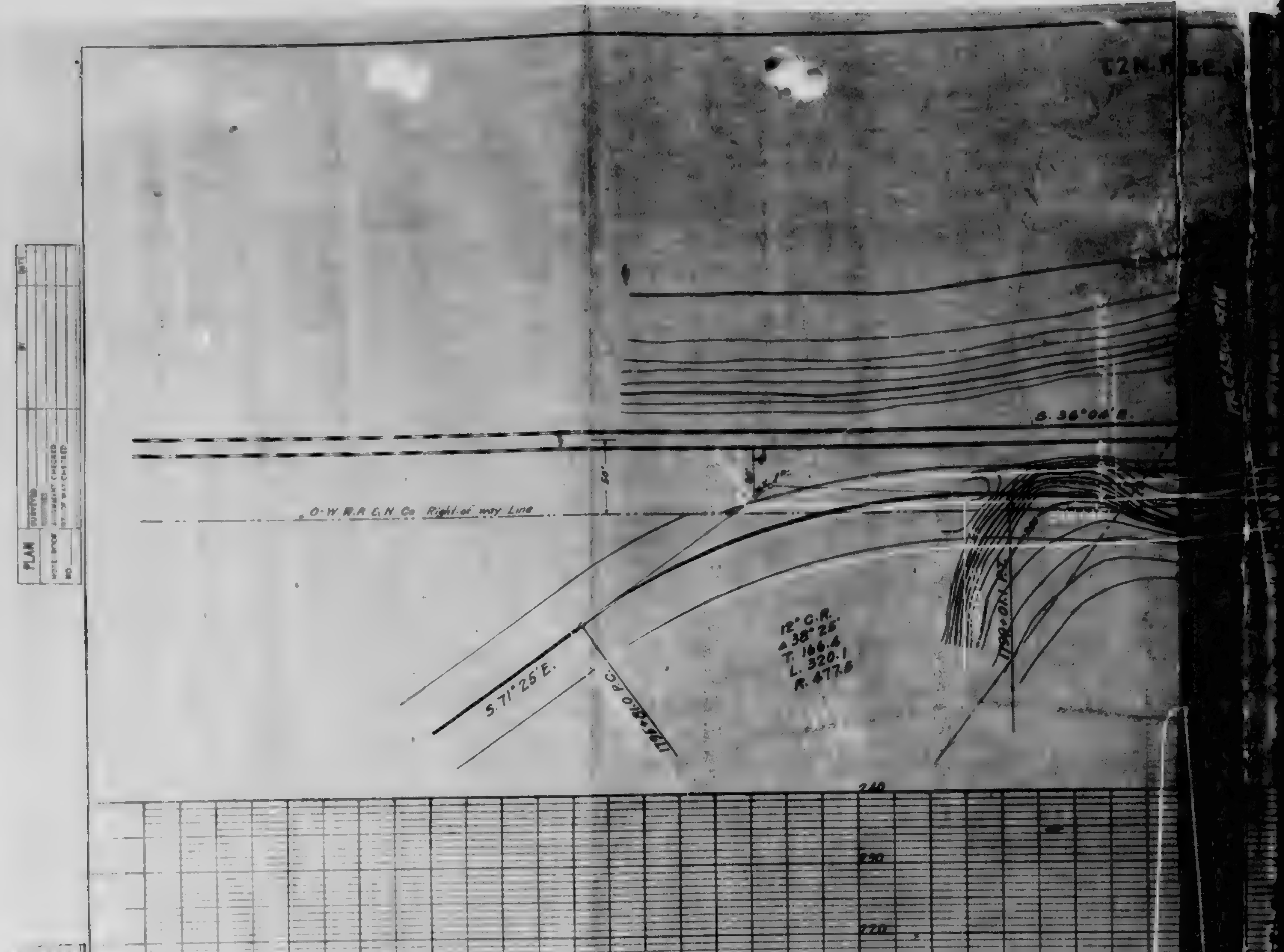
PR
37

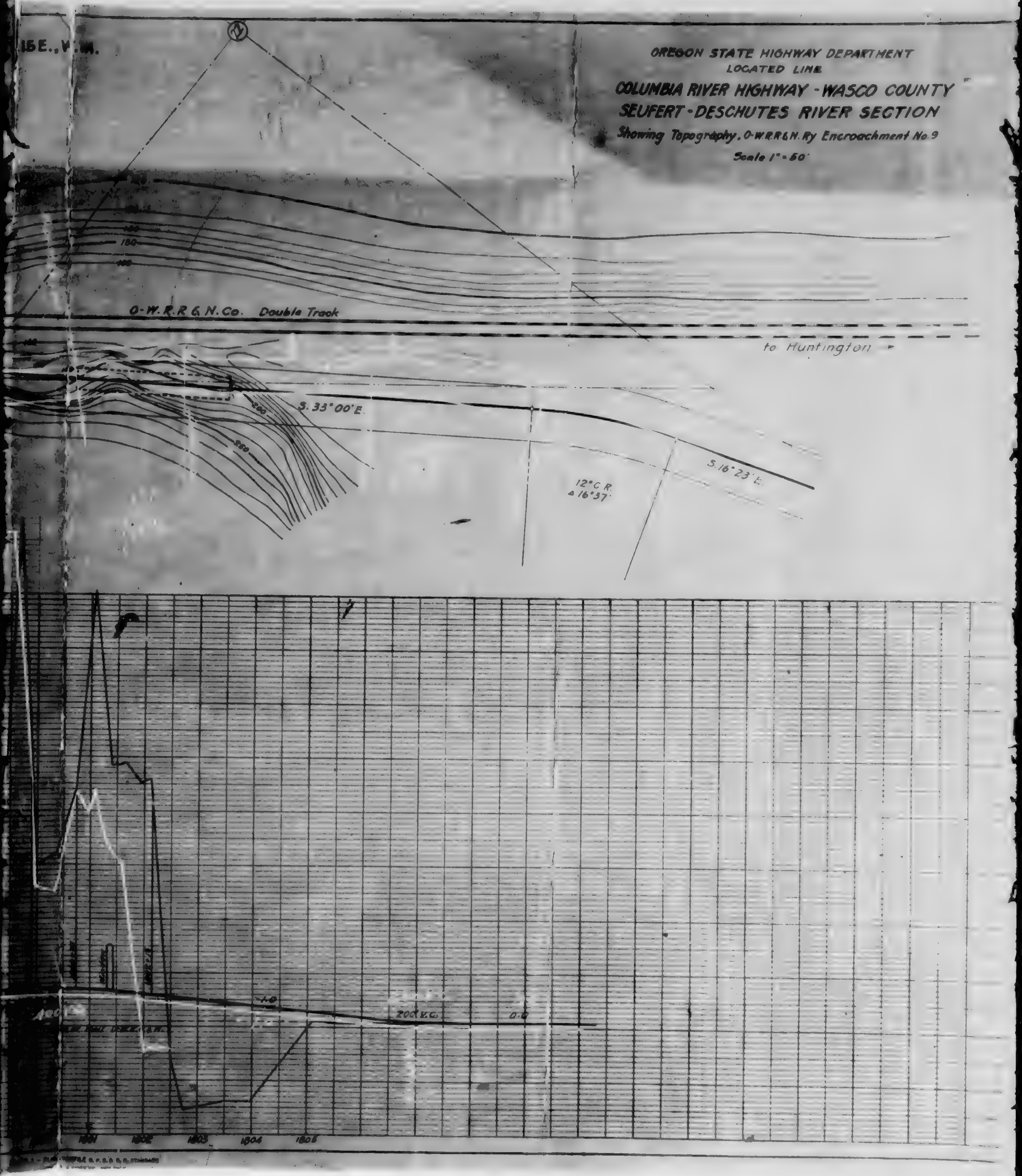


OREGON STATE HIGHWAY DEPARTMENT
WASCO COUNTY
MAP SHOWING THE

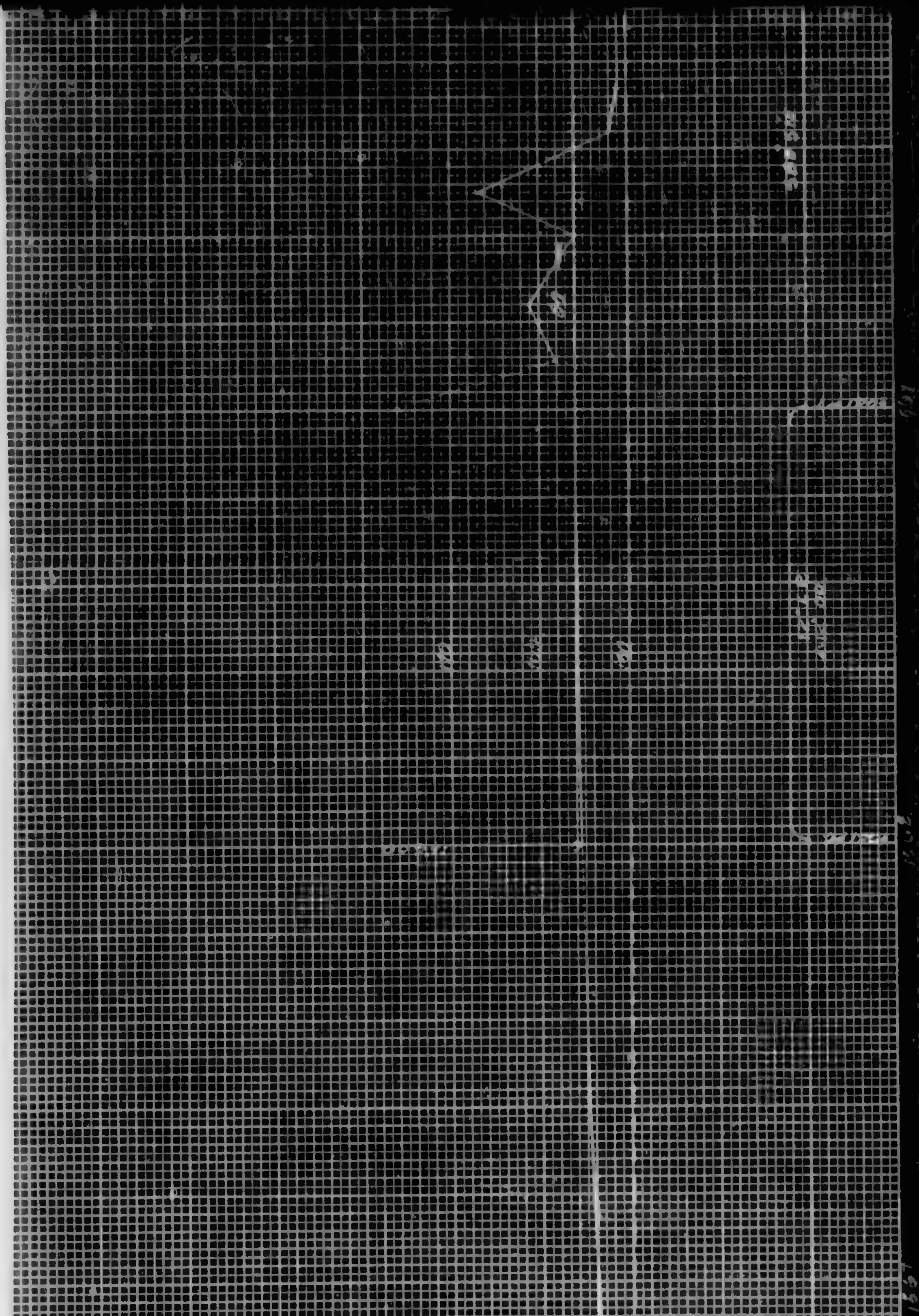
PRESENT TUNNEL LOCATION
AND
PROPOSED TUNNEL ELIMINATION
Scale 1" = 20 Ft.

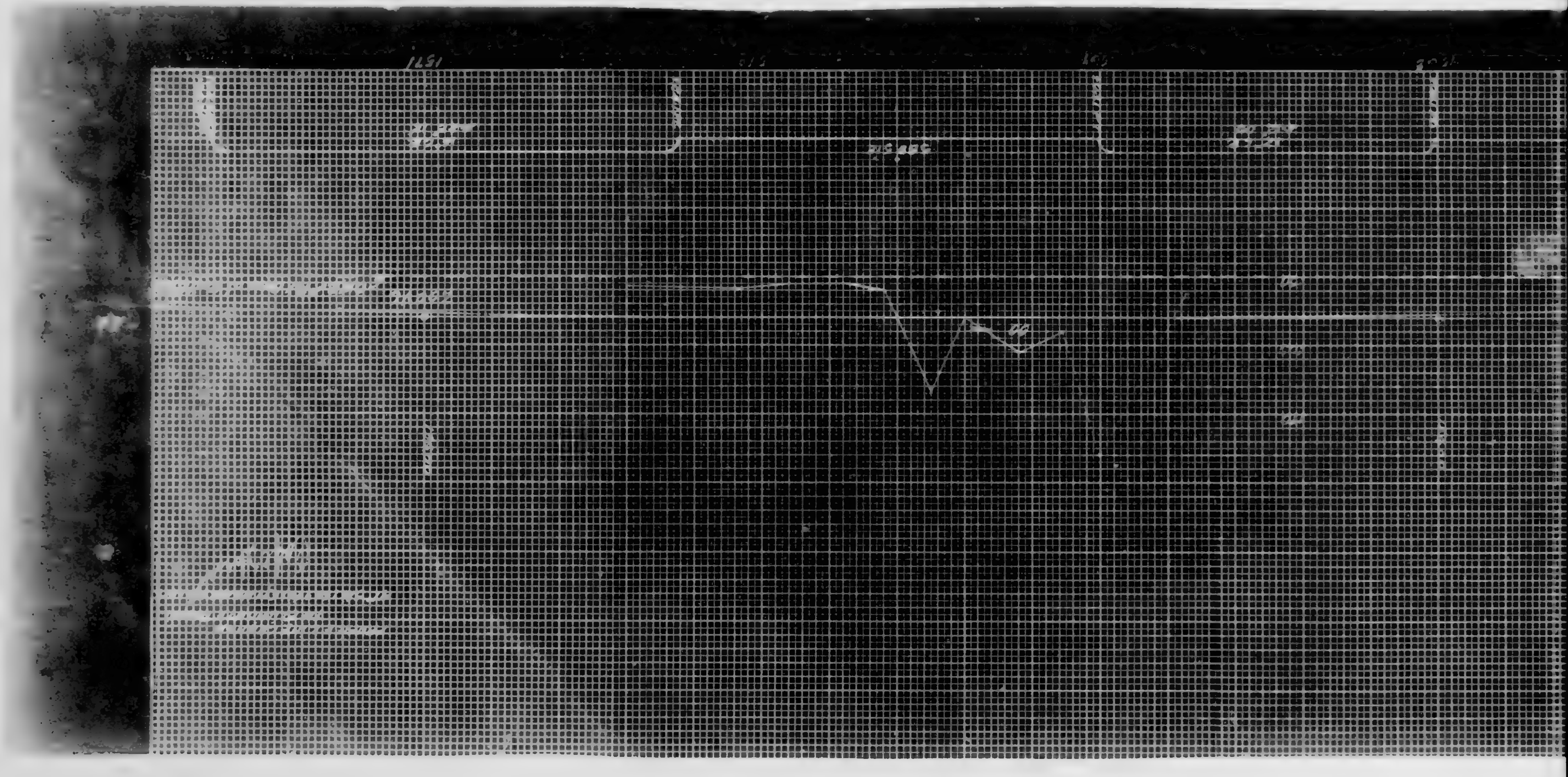
Cape [illegible]

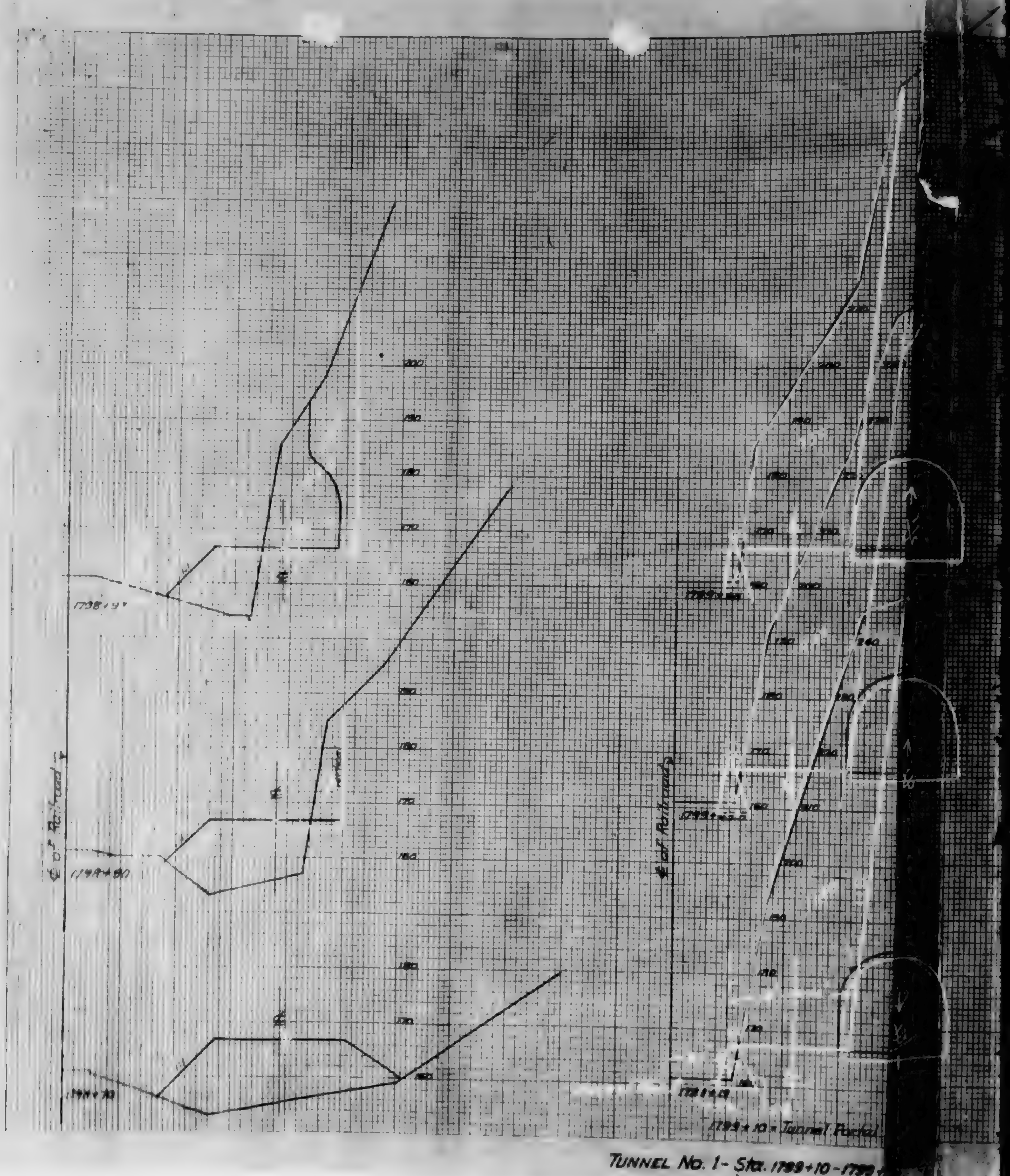

T.2N. R.5E.
S. 36°04' E.
50'
O-W.R.R.& N. Co. Right of way Line
S. 71°25' E.
1795+81.0 P.C.
12° C.R.
Δ 38°25'
T. 166.4
L. 320.1
R. 477.6
1798+01.1 P.T.
240
230
220
210
200
190
180
170
0.0
200' V.C.
1795
1796
1797
1798
1799
PLAN
SURVEYED
ALIGNMENT CHECKED
RIGHT OF WAY CHECKED
NOTE BOOK
NO.
DATE



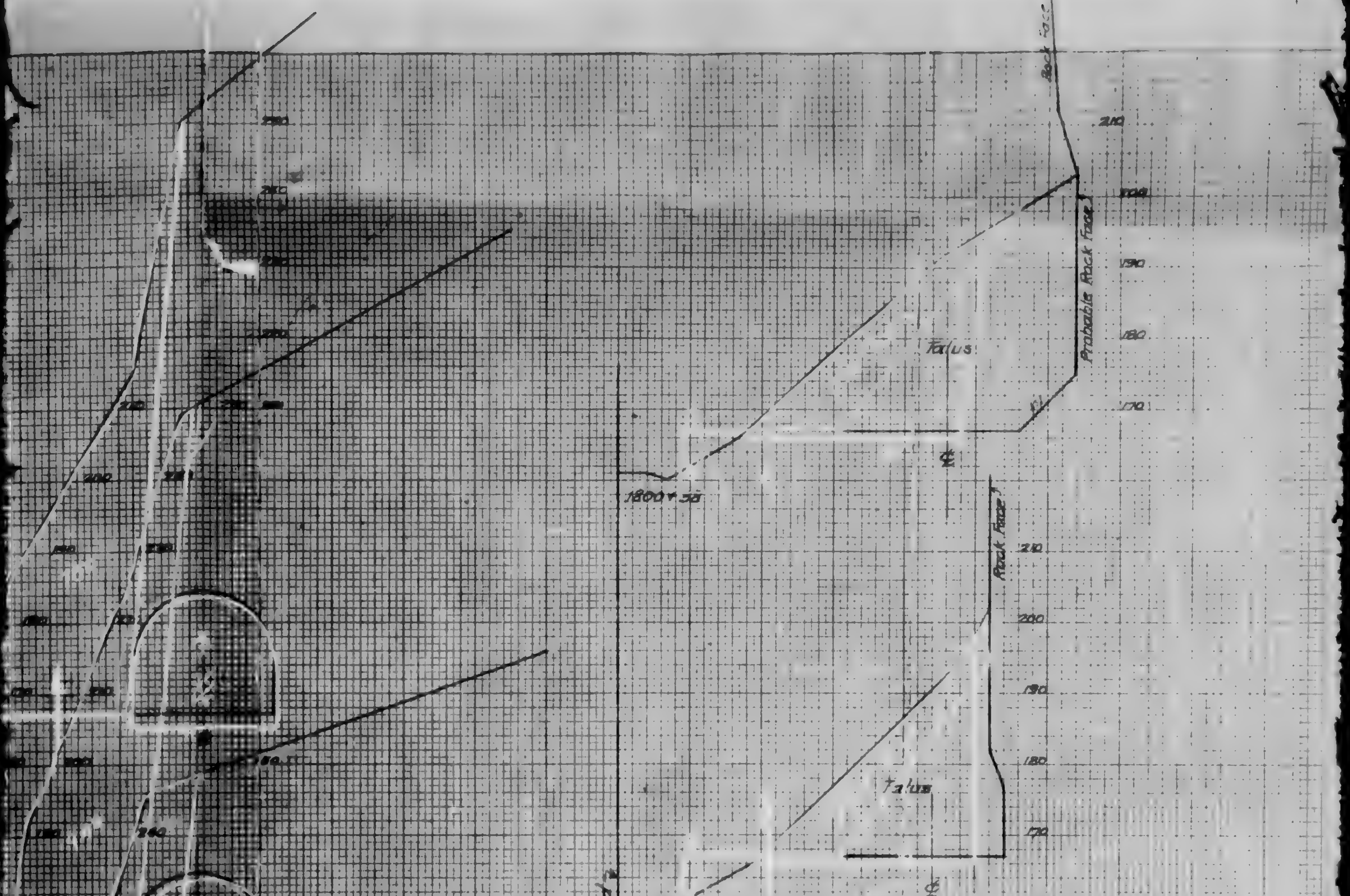
OREGON STATE HIGHWAY DEPARTMENT
LOCATED LINE
COLUMBIA RIVER HIGHWAY - WASCO COUNTY
SEUFERT - DESCHUTES RIVER SECTION
Showing Topography, O-W.R.R.& N. Ry Encroachment No. 9
Scale 1" = 50'

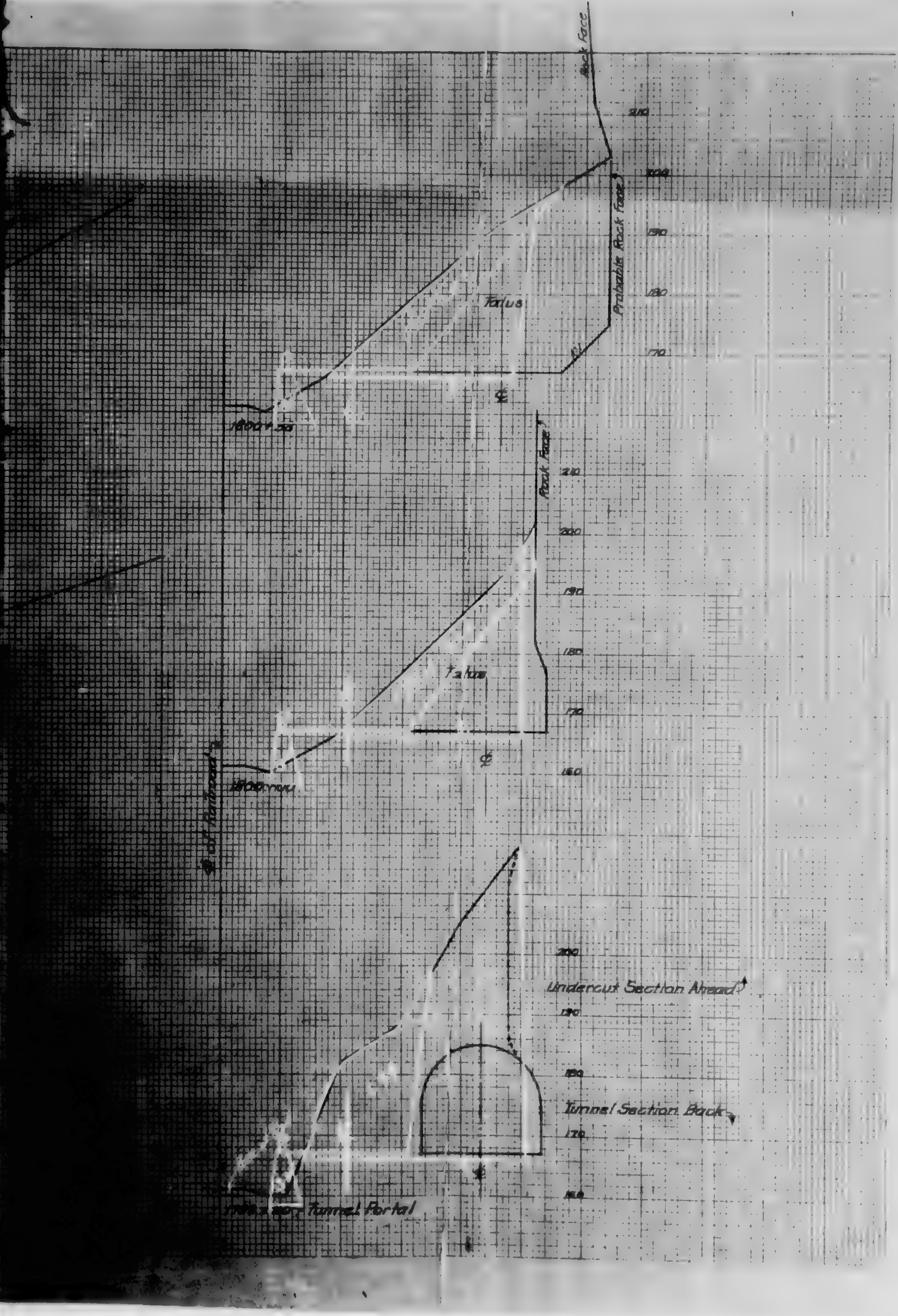






TUNNEL No. 1 - Sta. 1799+10 - 1799+


Rock Face
210
200
190
180
170
Probable Rock Face
Talus
℄
1800+50
Rock Face
210
200
190
180
170
160
Talus
℄
1800+00
℄ of Railroad
200
190
180
170
160
Undercut Section Ahead
Tunnel Section Back
℄
1799+90 = Tunnel Portal



Rock Face
210
200
Probable Rock Face
190
Talus
180
170
℄
1800+30
Rock Face
210
200
190
180
Talus
170
160
℄
1800+00
℄ of Railroad
200
Undercut Section Ahead
190
180
Tunnel Section Back
170
℄
160
Tunnel Portal

PP
37

Sept. 2, 1920.

Mr. E. C. Ingle,
Division Engineer,
The Dalles, Ore.

File 55 P34

Dear Sir:

We have your letter of Aug. 31st requesting a prefix for oiling the sand embankments on the Seufert-Deschutes Section.

In as much as this is a Post Road Project, we have assigned a Post Road Prefix (55 P34). The account numbers to be used are the same as used on the other oiling jobs and are as follows.

Labor- -	Acct. No.	551
Material, including freight- - - - - - - - - - -	"	552
Equipment, charges, rental, upkeep, and transportation- - - - - - - - - - - - -	"	553
Superintendence Expense- - - - - - - - - - - - -	"	554
Miscellaneous operating expense, Fuel, Oiling, Etc.- - - - - - - - - - - - - - -	"	555
Maintenance work preliminary to oiling. (labor and all other charges) - - - - -	"	556

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer,

ated by H. B. Glaisyer,

MISSIONERS
GRANDE
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

92F - Oiling Seufert-Deschutes Fills.
File 42.

The Dalles, Ore., Aug. 31, 1920.

RECEIVED
SEP 1 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

It has been found necessary that the sand embankments on the Seufert-Deschutes Section of the Columbia River Highway be oiled in order to protect them against the action of the wind. Considerable equipment has been bought for this purpose, and it will require several thousand gallons of oil, and labor will be quite an item also.

It is thought advisable that we have a separate job prefix and account numbers for this work. If this meets with your approval, please notify us at once what this number will be.

Respectfully yours,

H. C. INGLE,
Division Engineer.

AMA:kl

By A. M. Alspaugh

Assign P.R. prefix. Use same acct. Numbers as on other oiling jobs. SHP

33 PJA

ANSWERED
H. B. G.

August 12, 1920

L. Frank Gordon,
General Claim Agent, U. P. System,
Portland, Ore.

Dear Sir:

Your letter of the 6th., addressed to Mr. Benson, Chairman of the Highway Commission, relative to the killing of a cow owned by Mr. Seufert has been handed to me for reply.

The work on this portion of the Columbia River Highway is covered by a contract with James F. Clarkson & Company, 501 Yeon Building, Portland, Oregon.

The Section of the road covered by the contract as described as "from a point approximately one-half mile west of Seuferts to the Deschutes River."

This contract, among other conditions, contains the following language:

> "And said contractor further agrees that he shall be responsible for any damage to any person or property resulting from defects or obstructions or from any cause whatsoever during the progress of the work, or at any time before its completion and final acceptance ***

This contract is accompanied by a bond dated April 22, 1920, furnished by the Fidelity & Deposit Company of Maryland in the sum of $94,935.50.

Yours very truly,

Assistant Attorney General.

JMD:AF

Form 3551

STANDARD
3-20-5M

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

L. FRANK GORDON,
GENERAL CLAIM AGENT
B. C. WILSON,
ASSISTANT GENERAL CLAIM AGENT
PORTLAND, OREGON
E. D. MACDONALD,
CLAIM AGENT,
SPOKANE, WASHINGTON

SK-5155-Seufert.

Portland, Ore, August 6th, 1920.

Mr. S. Benson, Chairman,
State Highway Commission,
1301 Yeon Building,
City.

Dear Sir:-

Mr. Frank Seufert (Seufert Bros.Co.) has filed a claim against the O-W R. R. & N. Co., asking $175.00, account the killing of one thorobred Holstein cow, struck by Train No. 11, July 9th, 1920, 660 feet east of Mile Post 88. Investigation developes that animal entered thru gap in south right-of-way fence which was torn down by Highway Contractors, Engineer's station No. 1237 plus 50. Will you kindly advise me the name of the Contractor in question and what action they care to take toward assuming amount necessary to settle this claim.

Yours truly,

L Frank Gordon
General Claim Agent.

Form 1207

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	☒
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

PR 37

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.	
Check	
Time Filed	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Baker, Oregon, ~~July~~ August 2, 1920.

To H. C. Ingle,

Street and No. 33 PS

Place The Dalles, Oregon.

Call at news stand depot The Dalles for tunnel plans stop Proceed with construction long tunnel throwing into hill slightly at east portal if more support needed stop Arrange to cover sand fill approaching both tunnels with tunnel rock on force account basis.

C. C. KELLEY.

CONFIRMATION. CHARGE STATE HIGHWAY DEPARTMENT.

SENDER'S ADDRESS FOR ANSWER

SENDER'S TELEPHONE NUMBER

---

column it would increase the undermining of questionable rock immediately over this east portal, so I will not attempt to make any further change as the conditions of risk would about balance if any were attempted.

As soon as we have the line staked out I will meet Mr. Clarkson on the ground and give him instructions as to immediate procedure. Am very anxious that he get at this immediately, as it will be the last link on the completion of the Seufert-Deschutes Section.

Respectfully yours,

H. C. Ingle.

H. C. Ingle,
Division Engineer.

1920

HCI:kl

FORM 4 5M-7-20

[illegible]ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33PJ - Long Tunnel
File 63.

The Dalles, Ore., Aug. 3, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

Your wire of the 2nd, together with tunnel plans, are received.

I am having the line for long tunnel run out in the field, and will make inspection this afternoon. I take it that the long tunnel referred to is that which is shown on the plans returned. Am of the opinion that this location can not be improved at the east end without swinging back to the longer tunnel, which would eliminate opportunity of lighting by windows. Revision at the east end of tunnel approved by you, although it would give better supporting column it would increase the undermining of questionable rock immediately over this east portal, so I will not attempt to make any further change as the conditions of risk would about balance if any were attempted.

As soon as we have the line staked out I will meet Mr. Clarkson on the ground and give him instructions as to immediate procedure. Am very anxious that he get at this immediately, as it will be the last link on the completion of the Seufert-Deschutes Section.

Respectfully yours,

H. C. Ingle.

H. C. Ingle,
Division Engineer.

RECEIVED
AUG 5 1920
[illegible] HIGHWAY ENGINEER

HCI:kl

FORM 4 2M-7-20

S[illegible]ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33PJ - Tunnel
File 63

The Dalles, Ore., Aug. 4, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

Have visited the tunnel site where revision of the line was to be made and find that my observation in letter of yesterday is correct. I realize that from a standpoint of stability and tunnel construction that the line which would give us 230 feet of tunnel, and which was originally suggested by myself, is the most stable from a standpoint of actual tunnel construction and its future maintenance. Also that line would avoid the risk of overhanging rock involved in the line as adopted. However, the controlling feature in this instance is the matter of providing light, in order to make the tunnel practical from a standpoint of travel.

We will, of course, have to anticipate the lining of this tunnel, and the probability of some additional overbreak other than that which we have already estimated. With ordinary good luck, however, we should be able to build this tunnel under the estimate of quantities at present submitted. In connection with this matter of overbreak and undercut, will you please let me know of any agreement with Mr. Clarkson concerning any change in the unit price due to altered conditions, if anything of this nature has been discussed.

It will be necessary at ~~that~~ this time that we make up an estimate covering cost of lining this tunnel, and I will prepare to include this cost within the grading contract, the same to be participated in by the U. S. Bureau of Public Roads.

The matter of window construction will involve additional risk of bringing down the overhanging columns, but am planning on placing the windows in such a position as to reduce this risk to a minimum.

AUG 6 1920

Respectfully yours,

H. C. Ingle,
Division Engineer.

HCI:kl

PR 37

July 23, 1920.

Mr. S. Murray,
Asst. Chief Engineer,
83 - 6th St.,
Portland, Oregon.

Dear Sir;

In accordance with a request in your letter of July 20th we are today mailing to you blue prints showing the location of the Columbia River Highway in the vicinity of the grade crossing of this highway with the connecting track between the O. W. R. & N. and the Oregon Trunk Railway lines near the south approach of Fall Bridge, west of Celilo.

We are also sending you a print showing in more detail the location of the highway with reference to the connecting track at this point.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

R37

OREGON STATE HIGHWAY COMMISSION

NOTED
H.N.

33PJ - Rubble Wall.

The Dalles, Ore., July 21, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
JUL 23 1920
STATE HIGHWAY ENGINEER

NOTED
KELLEY

Dear Sir:

Replying to your inquiry by 'phone of even date concerning rubble masonry construction on Contract 253, Seufert-Deschutes Section, Columbia River Highway, I wish to advise that I visited this work this same date and find the following:

In the first place the subcontractors on this work are receiving $10.00 per cubic yard. The unit price bid by J. F. Clarkson Company is $15.00.

The stone available is not of very suitable quality, but by careful selection proper stone can be laid in the outside walls for purposes of improving the appearance. A great deal of flat rock is being used at present, and no effort has been made in their work to remove ragged projections of stone used. One trouble with this wall is the excessive amount of voidage. In a good many places on the face joints they have filled joints between two and three inches. The workmanship is only fair, the interlocking of the rocks not being according to standard construction.

The mortar used is not the standard mix, Umatilla sand with cement being used instead of the 1 - 2½ - 5 mix as indicated in the specifications. This, however, is not serious, or does not impare the strength of the wall providing they use an increased percentage of the cement.

The character of work is not as bad as sometimes found, but is not entirely in keeping with that which we have been demanding on work in this division, and which we have obtained from other contractors. I called their attention to the stone work being done for the City of The Dalles at the eastern limits. This work is more in accordance with our standard construction, and has been done by local masons for $11.00 per cubic yard. The subcontractors informed me that their information from Mr. Clarkson was that our work would only require rough field stone, and no care in finish would be required.

I believe that the men are making the proper effort at what they expected to do, but were rather misinformed as to what would be required. I believe that after I have seen Mr. Clarkson personally I can make matters satisfactory to all concerned.

Respectfully yours,

H. C. Ingle

H. C. Ingle,
Division Engineer.

HCI:kl

33PJ-Line Change, Tunnel Site.

The Dalles, Ore., June 26, 1920.

Mr. S. Murray, Chief Engineer,
O. W. R. & N. Company,
1208 Wells Fargo Bldg.,
Portland, Oregon.

RECEIVED
JUN 28 1920
STATE ENG.

Dear Sir:

Your wire of even date inquiring as to a revision on Encroachment No. 5, the tunnel west of Celilo, is at hand.

The tunnel on the original alignment at this point disclosed undesirable features in the rock in the nature of vertical seams, and it seemed advisable that we endeavor for a line further back from the track. With this object in view we are making close investigation for new projection of the line, and as soon as the maps are prepared and decision reached as to alignment, we will forward copies of these maps to your office.

OK

Respectfully yours,

C. C. KELLEY,
Division Engineer.

HCI:kl

CC to Mr. Nunn By

[illegible] 1920

CONFIRMATION OF RAILROAD WIRE

The Dalles, Ore., June 26, 1920.

S. Murray:

Reply yours File B 201. Revised plans Encroachment Five being prepared.

C. C. Kelley.

[illegible] and timber lining on approximately 70 feet of the large tunnel between Hood River and Mosier beginning at the west portal and running easterly.

Item 4: Estimate for timber lining the revised tunnel at Dillon, figuring on timbering during the progress of boring.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:M

June 25, 1920

Mr. H. C. Ingle,
The Dalles, Oregon.

Dear Sir:

You will please furnish at your earliest convenience estimate and plans for the following work:

Item 1: Cement coating of roof and columns of the Mitchell Point tunnel. Examine the cement gun at the Government equipment yard at Dillon and arrange to use this if it meets with our requirements.

Item 2: (a) Estimate on enlarging roof and concrete lining of the small tunnel betwee n Hood River and Mosier. (b) (b) Alternate estimate for enlarging roof and timber lining.

Item 3: Alternate estimates concrete and timber lining on approximately 70 feet of the large tunnel between Hood River and Mosier beginning at the west portal and running easterly.

Item 4: Estimate for timber lining the revised tunnel at Dillon, figuring on timbering during the progress of boring.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:M

LYMAN GRISWOLD
CONSULTING CIVIL ENGINEER
[illegible] RAILWAY EXCHANGE BUILDING
310

PORTLAND, OREGON.

June 14th, 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Klein.

Dear Sir:-

Complying with your request for an examination of and a report upon the condition of the various tunnels and tunnel sites in Wasco and Hood River Counties. I visited the several localities and beg to report as follows:

TWO TUNNEL SITES NEAR DESCHUTES RIVER.

All conditions at this point seem favorable for tunnel construction; I can see no objection to the plan as outlined, and believe no trouble will be encountered, though a larger section than planned may be obtained because of the geological formation at the site of the eastern one.

DILLON SITE.

In my opinion the center line at this point should be shifted some forty feet southward, and, the length of the tunnel about doubled.

The work thus far done has disclosed such serious geological conditions as to render the work as originally planned extremely dangerous. In fact, I doubt if a tunnel can be excavated on the original line without great damage to the O.W.R.R.&.N. Co. track, and considerable danger to the travelling public.

In addition to the danger involved, the yardage which would come down in the approach cuts would be so great as to make the shorter tunnel about as expensive as the longer one.

I suggested to Messrs. Ingle and Peck that the line be shifted far enough southward to make the south wall of the tunnel coincide with the face of the cliffs at certain designated points at either end. Would suggest also that the slopes be cleared of all loose masses and boulders before proceeding with the work underground. In my opinion ample lighting will be assured by a large window near the middle of the tunnel.

If sufficient care is exercised in locating the portals and adequate supervision of the shooting maintained by both the engineers and contractors, there should be little difficulty encountered in getting under ground. Under no circumstances would I leave the execution of this work to a firm of stationmen, but, for the protection of all concerned would insist upon close supervision by the Engineering Department and a responsible representative of the contractor. This is a point where conscientious co-operation by all concerned will be beneficial and save trouble and expense. This close supervision will not be required after the bore has been established.

THE TWO MOSIER TUNNELS.

The longer tunnel seems to offer little, if any, danger to the public. The western fifty feet seems slightly doubtful, and may require lining at some future date. I would suggest careful watching for such time as may be required to determine upon the best course to pursue.

The shorter tunnel is a serious menace to travel in its present condition. Rock has fallen in large masses, and there are indications of larger masses yet to fall. The formation is such that a good arch may not be possible. The present section is very rough and so irregular as to render lining of any type impossible. I would advise that the section above the springing line be enlarged enough to permit a timber lining, which might be placed with or without posts. If the falling of rock is due to the broken up condition of the roof, a light lining of timber or concrete will be sufficient, but if it is due to a general movement of the cliff, no amount of lining will be of permanent value. For this reason I suggest the cheapest lining obtainable.

This seems to be a very dangerous point and I think it should receive immediate and careful attention

MITCHELL'S POINT TUNNEL.

This tunnel is in good condition though there are a few spots where loose particles should be dislodged. There is a small amount of falling fragments of small size. One of the columns between two of the windows is wasting away rapidly, due to pressure or instability of the column itself.

I believe this condition can be cured by use of a cement gun and suggest that this treatment be given at once.

CONCLUSION

In general the conditions of the tunnels I examined are excellent, the threatening conditions at the Dillon Site can readily be overcome by the course suggested, and at a reasonable cost.

I have no criticisms to make of the engineering, but think that such unfavorable conditions as have arisen are the result of unforeseeable contingencies, and not due to errors of judgment.

I would suggest frequent inspection of all of these tunnels by men equipped to dislodge loose particles as they develope in the roofs.

Very truly yours,

Registered Professional Engineer
No. 337, December 8th, 1919.

June 19, 1920.

P. R. 37.

Mr. S. Benson, Chairman,
State Highway Commission,
1301 Yeon Building.
Portland, Oregon.

Dear Sir:

Do you think it advisable that I should write to Mr. Seufert at this time, requesting him to remit to us the $5,000 which he offered as cooperation on the bridge across Three Mile Creek east of The Dalles on his property?

Very truly yours,

Secretary.

RAK/HI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No. Engineering - Post Roads
Oregon F. A. 37

POST-OFFICE BUILDING
PORTLAND, OREGON

June 17, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are in receipt of your letter of the 15th inst., regarding proposed change in alignment at tunnel between Stations 1568 and 1570, Federal Aid Project No. 37.

We have already received a report from our engineer, who made examination of the conditions at this point, recommending that such a change be made, so that it will not be necessary for us to make another investigation on the ground.

As there appears to be no alternative location and the proposed change will not affect any other work already performed on the project, we are ready to approve the revised plans and estimate whenever submitted.

Very truly yours,

District Engineer.

HAP/CCK.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 481-Oregon 37.

June 16, 1920.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Herewith find copy of letter from our Washington Office, dated June 7, together with approved copy of estimate to be used as a basis for project agreement, based on contract prices, pertaining to Oregon Federal Aid project No. 37.

Supplementing the remarks made by the Chief Engineer regarding support for the diagonal edge of the concrete slab at the junction of the concrete and wood types of construction, it would seem advisable to provide direct support for the edge of this slab inasmuch as there will always be some difference in elevation between the top of the concrete and wood decking, causing a bump that will soon cause the edge of the slab to be chipped off. As shown, the first layer of steel is about 6 inches from the edge of the slab and if the slab is unsupported cracks and spalling will soon expose the steel and leave a very bad condition for maintenance or repair. If supported, this joint can be maintained to better advantage.

In providing support for this slab it will be necessary to increase the width of the beam between the columns in order to carry the curtain wall.

Very truly yours,

C H Purcell

District Engineer.

4

Enclosures.

State 149,602.20
Govt 149,602.20
299,204.40

Geo

(COPY)

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Public Roads
Washington, D. C.

June 7, 1920.

Mr. C. H. Purcell,
District Engineer,
Postoffice Building,
Portland, Oregon.

Dear Sir:

We have today recommended to the Chief of Bureau the approval of the plans, specifications, and estimate for Oregon Federal Aid project No. 37. This recommendation is made with the understanding that the following suggestions will be followed and the plans revised accordingly.

We find the recommendation, made in our letter of April 29, that concrete beam be constructed to furnish support for the concrete floor cut askew on the line where the wooden and concrete floors meet, has not been complied with.

In your letter dated May 19, reference is made to this point as follows:

> "No additional provision has been made for supporting the edges of the concrete floor slab at this same point, but your attention is called to the fact that the reinforcing bars along this edge are placed parallel to the joint and will support a slab in a proper manner."

The plans show that the roadway floor slab has a thickness of 9 inches and reinforcement bars 5/8 inches square at 7 inch spacing, are called for by note on Sheet No. 3.

Referring to Sheet No. 2, the reinforcement bars nearest the end of slab are shown to be 6 inches from the end, and the spacing for the bars shown parallel to the end of slab is about 5-3/4 inches by scale. The clear span of slab on a diagonal line parallel to the reinforcement is about 9 feet. This arrangement does not provide as much strength in the roadway slab at this point as in other parts of the bridge. At the abutment, Station 1252+54, and at the expansion joint concrete diaphragms are provided, which will support the floor slab. It is our opinion that a similar provision should be made for supporting the roadway floor slab where cut askew at the junction with the timber approach. As evidence of the danger of not providing proper design in cases of this kind, we are sending you three copies of photograph of the Gila River bridge at Florence, Arizona, showing the failure of the reinforced concrete floor slab under traffic which includes the 15-ton tractor. Tests have been made of the reinforced concrete slab subjected to eccentric concentrated loads, and the results of the tests are contained in a reprint from the Journal of Agricultural Research, Volume 11, No. 2, dated December 3, 1917. The results indicate much greater stress under concentrated load at the edge of the slab than at central points of loading. Furthermore, the position of the unsupported edge of slab on the design shown for Oregon Federal Aid Project No. 37 is transverse to the roadway and is subject to the pounding effect of moving loads, so an additional allowance should be made to provide greater strength on this account.

Reference may be made to any of the State Standard designs being furnished for use onFederal Aid projects for similar conditions. These designs provide for furnishing beam or diaphragm supports along the edge of the slab. The drawing numbers of those submitted for two State highway departments are given. Iowa Standard design for concrete deck girder bridges, Drawing H-1, spans 24' to 40'. Iowa standard design of concrete abutments for steel bridges, Drawings Nos. K-1, K-2, and K-3; for concrete floors on steel trusses, Drawings Nos. Y-1 to Y-20, inclusive; and for concrete floors on I-beam bridges, Drawings Nos. V-1 to V-4, inclusive.

Michigan Standard Designs for T-beam bridge drawings Nos. B-1-C-23 to B-1-C-35, inclusive. Also Standard designs for concrete floor I-beam spans, Drawings Nos. B-1-C-39, 40, 42, and 43. We have no extra copies of these plans, but they can be furnished if you should desire to have them.

When the plans have been revised as recommended, please send us copy for our files.

We are enclosing herewith two copies of the estimate, which will be used as the basis of the project agreement.

Very truly yours,

P. ST.J. WILSON

Chief Engineer.

FORM 4

S. [illegible]SON, PORTLAND, CHAIRMAN
R. [illegible] BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PP

PR
37

33 VJ - 9a [illegible]

33VJ - Encroachment No. 9.

The Dalles, Ore., May 21, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I am mailing you, under separate cover, blue prints of the revised map and cross sections of Encroachment No. 9 on the O.W.R.& N. in Wasco County.

These prints for files.

Respectfully,

C. C. Kelley,
Division Engineer,
W. W. B.

MAY 22 1920

WWB:kl

Noted

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 37.

POST-OFFICE BUILDING
PORTLAND, OREGON

May 19, 1920

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are today forwarding to the Director, with our recommendation for approval, the following papers in connection with Oregon Federal Aid Project No. 37:

Revised estimate dated May 6, 1920,
" plans Sta. 1795 to 1805,
" " Dillon overcrossing,
" " Big Eddy "
" " Seufert viaduct over Three Mile Creek.

In view of the difficulty, expressed in your letter of May 13th, of separating the cost of the lighting system from the items in which it is included, we are recommending the plans as submitted.

We wish to emphasize the point, that any changes of this character must in the future be presented to us for approval before bids are received.

We would be pleased to have you furnish us at your earliest convenience with copies of contracts covering the bridges on this project.

Sent 5-19-20 [illegible] before receipt of letter

Yours very truly,

C H Purcell
District Engineer,

LHR

CLASS OF SERVICE	
Telegram	
Day Letter	
Night Message	
Night Letter	X
If no class of service is designated the message will be transmitted as a full-rate telegram.	

COPY OF
WESTERN UNION TELEGRAM

PR
37

Salem, Oregon.
May 14, 1930.

Hon. Charles L. McNary,
Washington, D. C.

The Highway Commission requires from the government some land along Celilo Canal for right of way Columbia River Highway Secretary of War authorized under act June thirteenth nineteen two Section nine four seventy Barnes Federal Code to sell but is without authority to donate or grant easement Federal representatives here suggests enactment of Special Statute authorizing Secretary of War to grant easement or otherwise permit use of land for highway purposes Will you submit to Congress Special Act to cover existing conditions Our request for right of way on file with Secretary of War.

OREGON STATE HIGHWAY COMMISSION.

For Office Engineer.

HBG-LM

C.C. to J. E. Peck

May 7, 1920.
File : pr. 37

Mr. C.C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

Please be advised that the prefix number 33PD used by Mr. Peck on his April payroll for the Seufert-Deschutes River Post Road Project No. 37, is incorrect, and should be 33PJ, which please use hereafter in charging accounts. This prefix is for grading only. The job prefixes for the bridges on this Project have been changed as follows:

33PE - Mosier Creek Arch	Changed to	33PB1
33PF - Big Eddy Overcrossing	" "	33PJ1
33PG - Dillon Overcrossing	" "	33PJ2
33PH - Seufert Viaduct	" "	33PJ3

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

HBG-MK

C.C. to J. E. Peck

May 6, 1920

P. R. 37

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing five copies of estimate as a basis for project agreement on the Seufert-Deschutes River Section, Oregon Federal Aid Project No. 37, in the amount of $301,404.40. This estimate has been prepared, taking into consideration the tunnel and alignment revisions which were approved by your office.

The items of sand fence and oiling sand were not included in the contract proposals as it is intended to handle these items by State forces. Our Division Engineer, Mr. Kelley, has advised that it is very necessary to protect the roadbed by sand fences as otherwise the strong winds which prevail in this section would cause severe damage.

In oiling sand it is the intention to use approximately 200 gallons of crude oil per acre. This oil will be applied at a pressure of about 80 pounds and at a temperature of approximately 150 degrees Fahrenheit. It is also very probable that the slopes and right of way will be seeded with native grasses as a matter of further precaution.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Office Engineer.

JDeS:LM

OREGON FEDERAL AID PROJECT # 37

GRADING, SEUFERT-DESCHUTES RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

Estimate as basis for Project Agreement. Based on Contract Prices)

12.5 Miles of Grading

Salem, Oregon, May 5,1920

Quantity		Item	Unit Price	Amount
All Required		Clearing & Grubbing (60' R. of W.)	Lump Sum	1,500.00
72,200	Cu. Yds.	Common Excavation	.60	43,320.00
44,450	"	Intermediate Excavation	.90	40,005.00
27,100	"	Solid Rock Excavation	2.50	67,750.00
97,000	"	Overhaul per 100 ft.	.05	4,850.00
1,026	Lin. Ft.	12" Culvert Pipe	2.00	2,052.00
246	"	18" Culvert Pipe	3.50	861.00
216	"	24" Culvert Pipe	4.50	972.00
36	"	36" Culvert Pipe	8.50	306.00
2,000	"	6" Porous Drain Tile	.20	400.00
32	Cu. Yds.	Class "A" Concrete	50.00	1,600.00
85	"	Class "C" Concrete	45.00	3,825.00
3,300	Lbs.	Metal Reinforcement	.10	330.00
300	Cu. Yds.	Rubble Masonry	15.00	4,500.00
2,000	Lin. Ft.	Wood Guard Fence	1.00	2,000.00
327	"	Tunnel	70.00	22,890.00
14	"	Window Tunnel	(Est) 45.00	630.00
250	Cu. Yds.	Solid Rock Undercut Excavation (Est.)	3.00	750.00
250	Sq. Yds.	Hand Placed Rock Slopes	2.50	625.00
10	MBF.B.M.	Sand Fence (State Forces)	100.00 ~~200.00~~	1000.00 ~~2,000.00~~
40	Acres	Oiling Sand (State Forces)	50.00 ~~75.00~~	2000.00 ~~3,000.00~~
		Total for Grading-		~~$ 204,166.00~~ 203,166.00

Bridges over 20' Span

Seufert Viaduct Sta. 1215:

Quantity		Item	Unit Price	Amount
580	Cu. Yds.	Class "A" Concrete	36.00	20,880.00
20	"	Class "B" Concrete	35.00	700.00
110,000	Lbs.	Metal Reinforcement	.08	8,800.00
425	Lin. Ft.	Concrete Handrail	3.00	1,275.00
250	Cu. Yds.	Excavation	3.00	750.00

Big Eddy Overcrossing Station 1254:

Quantity		Item	Unit Price	Amount
260	Cu. Yds.	Class "A" Concrete	33.50	8,710.00
25	"	Class "B" Concrete	33.00	825.00
47,000	Lbs.	Metal Reinforcement	.08	3,760.00
236	Lin. Ft.	Concrete Handrail	3.00	708.00
100	"	Timber Approach	23.00	2,300.00
250	Cu. Yds.	Excavation	2.50	625.00

…vised account of
by O.P.R. on Phone
F.W.D.
5-12-20

12.5 Miles of Grading

Salem, Oregon, May 5, 1920

Quantity		Item	Unit Price	Amount $
All Required		Clearing & Grubbing (60' R. of W.)	Lump Sum	1,500.00
72,200	Cu. Yds.	Common Excavation	.60	43,320.00
44,450	"	Intermediate Excavation	.90	40,005.00
27,100	"	Solid Rock Excavation	2.50	67,750.00
97,000	"	Overhaul per 100 ft.	.05	4,850.00
1,026	Lin. Ft.	12" Culvert Pipe	2.00	2,052.00
246	"	18" Culvert Pipe	3.50	861.00
216	"	24" Culvert Pipe	4.50	972.00
36	"	36" Culvert Pipe	8.50	306.00
2,000	"	6" Porous Drain Tile	.20	400.00
32	Cu. Yds.	Class "A" Concrete	50.00	1,600.00
85	"	Class "C" Concrete	45.00	3,825.00
3,300	Lbs.	Metal Reinforcement	.10	330.00
300	Cu. Yds.	Rubble Masonry	15.00	4,500.00
2,000	Lin. Ft.	Wood Guard Fence	1.00	2,000.00
327	"	Tunnel	70.00	22,890.00
14	"	Window Tunnel	(Est) 45.00	630.00
250	Cu. Yds.	Solid Rock Undercut Excavation (Est.)	3.00	750.00
350	Sq. Yds.	Hand Placed Rock Slopes	2.50	875.00
10	M.F.B.M.	Sand Fence (State Forces)	100.00 ~~200.00~~	1000.00 ~~2,000.00~~
40	Acres	Oiling Sand (State Forces)	50.00 ~~75.00~~	2000.00 ~~3,000.00~~
		Total for Grading-		$ ~~204,166.00~~ 203,166.00

Bridges over 20' Span

Quantity		Item	Unit Price	Amount $
Seufert Viaduct Sta. 1315;				
580	Cu. Yds.	Class "A" Concrete	36.00	20,880.00
20	"	Class "B" Concrete	35.00	700.00
110,000	Lbs.	Metal Reinforcement	.08	8,800.00
425	Lin. Ft.	Concrete Handrail	3.00	1,275.00
250	Cu. Yds.	Excavation	3.00	750.00
Big Eddy Overcrossing Station 1254;				
260	Cu. Yds.	Class "A" Concrete	33.50	8,710.00
25	"	Class "B" Concrete	33.00	825.00
47,000	Lbs.	Metal Reinforcement	.08	3,760.00
236	Lin. Ft.	Concrete Handrail	3.00	708.00
100	"	Timber Approach	23.00	2,300.00
250	Cu. Yds.	Excavation	2.50	625.00
Dillen Overcrossing Sta. 1497;				
420	Cu. Yds.	Class "A" Concrete	33.00	13,860.00
66,000	Lbs.	Metal Reinforcement	.08	5,280.00
330	Lin. Ft.	Concrete Handrail	3.00	990.00
150	Cu. Yds.	Excavation	2.50	375.00
		Total Grading & Bridges		$ 272,004.00
		10% Engr. & Cont.		27,200.40
		Total		$ 299,204.40

Prices revised account of objection by O.P.R. over Phone
JWD
5-12-20

Length of Project - 12.5 Miles
Cost per Mile, Grading $17,966.60

State Funds Available $ ~~150,702.20~~ 149,602.20
Federal Aid Requested ~~150,702.20~~ 149,602.20

Total $ ~~301,404.40~~ 299,204.40

Signed:

J W DeSouza
Asst. Office Engineer.

JWD

April 30, 1920

File P.R. No. 37

Mr. C. C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

We have had up with the Bureau of Public Roads the matter of revision of line between stations 1795 and 1805 on the Seufert-Deschutes River Section. This revision is approved by the Portland office and they have accepted as plans covering this revision blue prints of the map, profile and sections originally made up for submission to the railroad company in connection with right-of-way matters. It will not be necessary, therefore, to submit any further plans.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM
C.C. to J. E. Peck

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

April 29, 1920.

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads.
Oregon F.A. 37.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Your letter of April 19th, regarding change in alignment on Oregon Federal Aid Project No. 37 received.

An inspection has been made and it appears that this change is necessary and that it will probably result in some betterment to the road as well as eliminating the possibility of danger at the railway. The revision meets with our approval. The plan which you have submitted is satisfactory and no other plans need be submitted, but we would request that you furnish us with two additional prints of the sheet showing revised ~~road~~ location and topography.

Your action in withholding the revised project agreement until the quantities resulting from this revision can be included is entirely proper.

Yours very truly.

C L McKesson
Acting District Engineer,

Noted.

ANSWERED
S H Pichert

April 13, 1920

Subject: Equipment for Seufert-
Deschutes project, Wasco County.

Post Road No. 37

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

James F. Clarkson and Company, contractors, who have just been awarded the contract for the grading of the Seufert-Deschutes Section of the Columbia River Highway in Wasco County have advised this Commission that they are having difficulty in securing the necessary equipment for this project. You are advised that this is Oregon Federal Aid Project No. 37 and that the Federal Government is cooperating to the extent of 50% of the cost.

The War Department has a considerable amount of suitable equipment for this project stored at Dillon, which is located about the center of the job, remaining from the construction of the Celilo Canal. If arrangements could be made for the renting of some of this equipment it would greatly facilitate the construction of this project, and I would thank you to take this matter up with Col. Cavanaugh in behalf of the contractor.

The James F. Clarkson Company is a reliable contracting firm, financially sound and well able to take care of its obligations.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

HAE:LM

[illegible]

April 19, 1920.

File; P.R. No. 37

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

The O. W. R. & N. Railroad Company have raised an objection to our proposed plan of construction between Stations 1800 and 1803 of Federal Aid Project No. 37, claiming that the construction of an open cut at this point will very greatly endanger their Railroad lines. They at first requested that we throw the line into the bluff, constructing a tunnel about 600 feet in length, between Stations 1797 and 1803, but they have finally agreed to allow the construction of the tunnel as originally proposed between Stations 1799 and 1800 followed by a short open cut and a second tunnel between Stations 1801 and 1802. The revision in accordance with this alignment will increase the cost of the construction at this point approximately $6000.00, but from the attitude of the Railroad Company, it will be absolutely necessary that the revision be made. We would therefore request your approval of this revision and ask that Federal Cooperation be allowed in the additional cost.

We are sending you under separate cover, maps, profiles and cross-sections showing the revised construction. These plans were not prepared with a view to submission to your office, but rather for the information of the Railroad Company. We would be pleased to be advised by you as to whether or not it will be necessary to submit complete maps and plans prepared in accordance with the standards of your Bureau.

Due to the fact that the detailed quantities for this revision have not yet been worked up, we are holding up the submission of our detailed estimate to be used as a basis for the Project Agreement until these quantities can be included.

Very truly yours,
HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-TM

C.C. to C.C. Kelley

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon F.A. 37.

April 17, 1920.

State Highway Department,
Salem,
Oregon,

Gentlemen:

In reply to your letter of April 13th, relative to the use of War Department equipment by James F. Clarkson & Company, for the construction of Oregon Federal Aid Project No. 37, we are advised by Colonel Cavanaugh that the matter can no doubt be satisfactorily arranged.

A copy of our correspondence with Colonel Cavanaugh is enclosed.

Yours very truly,

J.A. Elliott
Acting District Engineer,

(Enclosure.)

Engineering - Post Roads
Oregon No. 37

April 14, 1920.

Colonel James B. Cavanaugh,
216 Postoffice Building,
Portland, Oregon.

Dear Sir:

The Oregon State Highway Commission, with federal participation to the extent of 50%, has under construction a section of the Columbia River Highway between Seufert and the Deschutes River. The Commission advises us that James F. Clarkson & Co., the contractors, are having great difficulty in securing the necessary equipment to prosecute the work., due to railroad and car situation.

The War Department has a considerable amount of suitable equipment stored at Dillon, which is located about the middle of the job, remaining from the construction of the Celilo Canal. If arrangements could be made for the renting of some of this equipment to the contractor it would greatly facilitate the construction of the project, and be a benefit to the federal government and the State.

The State Highway Commission advises us that the contractor is reliable, financially sound, and well able to take care of his obligations.

Very respectfully,

C H PURCELL

District Engineer.

JW HW

ADDRESS REPLY TO
THE DISTRICT ENGINEER
216 POST OFFICE BLDG.

REFER TO FILE NO.________________

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
FIRST DISTRICT
PORTLAND, OREGON

April 15, 1920.

Mr. C. H. Purcell,

District Engineer, Bureau of Public Roads,
U. S. Dept. of Agriculture,
204 New Postoffice Bldg., City.

Dear Sir:-

Referring to your letter of April 14, 1920, Engineering Post Roads Oregon No. 37, in regard to use of government plant of Celilo Canal, I should state that the matter can no doubt be satisfactorily arranged on a rental basis, and by giving a bond to secure the United States against loss.

The contractor should make a formal application to this office, giving a detailed list and description of plant he desires to rent.

Very respectfully,

J. B. Cavanaugh,
Lt. Col., Corps of Engineers.

EFER IN REPLY TO THE FOLLOWING:
Ed---Ind.
25429-20
T B B ✓

5-1100

49848

DEPARTMENT OF THE INTERIOR

OFFICE OF INDIAN AFFAIRS

WASHINGTON

3

ADDRESS ONLY THE
COMMISSIONER OF INDIAN AFFAIRS

B

APR -7 1920

Mr. Simon Benson,
State Highway Commission,
Yeon Building,
Portland, Oregon.

My dear Mr. Benson:

Under date of February 26, 1920, Mr. John C. Veatch, Assistant United States Attorney, at Portland, Oregon, wrote this Office relative to the construction of the Columbia River Highway through the camping grounds of the Celilo Indians. Mr. Veatch stated that he was sending you a copy of that letter.

Upon receipt thereof here, Superintendent Babcock of the Warm Springs School was furnished with a copy of same and asked for a report relative to the matter. Said report, bearing date of March 16, 1920, has now been received, and a copy thereof is attached hereto for your information.

This Office appreciates your attitude in this matter; however, it does not seem that there is anything further we can do in the premises at the present time.

Very truly yours,

E B Meritt

Assistant Commissioner.

4 Rz 1

[illegible]

OFFICE OF INDIAN AFFAIRS,
DEPARTMENT OF THE INTERIOR.

Ed--Ind.
18658--20.
T B B

DEPARTMENT OF THE INTERIOR.
United States Indian Service.

Warm Springs Indian Agency,

Warmspring, Oregon, Mar.16, 1920.

The Commissioner of Indian Affairs,

Washington, D. C.

Sir:

This will respectfully acknowledge receipt of Indian Office letter of March 10, 1920, files number of which appears at the head of this sheet, addressed to Mr. John C. Veatch, Assistant United States Attorney, Portland Oregon, re location of the right of way of the Columbia State Highway through the Indian camping grounds at Celilo, Ore.

In reply I would respectfully stated that Mr. Veatch's statement in regard to the Indians living on privately owned property is correct and I can see no way in which the Government can exercise any jurisdiction thereon at the present time.

I would further respectfully state that some months ago I called upon Commissioner Benson at his office in Portland and was assured by him that every possible means would be used to prevent any injustice to the Indians whose houses would necessarily have to be moved, the same to be done for them by the state and the Indians to receive an adequate compensation for their trouble.

I would further respectfully state that I have been keeping in close touch with this matter and am assured that the state will deal equitably and generously with the Indians at Celilo. I would further report that on Saturday, March 13th, I was in conversation with State Engineer Ingles at The Dalles concerning this matter and he assured me that no other location for the right-of-way is feasible inasmuch as the present location allows crossing both railroad tracks under bridges already constructed, and any other location would necessitate the building of overhead crossings at a very great expense to the state and the construction of an inferior and more expensive road bed. From my own observation I know that Engineer Ingle is correct in this statement and I would offer no further objection to the construction of the highway as it is now located, having removed my objections upon the promise of Commissioner Benson to deal equitable and generously with these unallotted Indians.

I would respectfully state that I greatly appreciate Mr. Veatch's interest in this matter and have talked it over with him on two different occasions. I would further state that no real controversy exists between the Indians and the State Highway Commission, inasmuch as the Indians have no legal right on the ground on which they are camped.

I am returning herewith the original letter written by Mr. Veatch.

Very respectfully,

O. L. BABCOCK,

Superintendent.

OLB
EMS

Form 80

33rd

April 5, 1920

Subject: Contract for Seufert-Deschutes Section.

PR 37

James F. Clarkson & Co.,
606 Yeon Building,
Portland, Oregon.

Gentlemen:

I am handing you herewith four copies of the contract covering the construction of the Seufert-Deschutes Section of the Columbia River Highway in Wasco County.

Please sign the contract and execute the bond on all four copies and return to this office for the approval of the State Highway Engineer after which a copy will be returned to you for your files and one copy furnished the surety company furnishing the bond.

Yours truly,

Secretary.

RAK:IM

PR 37

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date [illegible], 1920

Week from [illegible] to [illegible]

Highway [illegible]

Job Prefixes [illegible]

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County [illegible]

Survey will be completed about

Number in party [illegible]

Camp location [illegible]

Mail address [illegible]

(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MAR 31 1920

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

[illegible] 22 [illegible] 1223 & 1255

[illegible] 1 and 2

" 23 [illegible]

1238 1835 [illegible]

" 24 [illegible] -1531

[illegible]

" 25 [illegible] 1262

[illegible]

[illegible] 1242

" 26 [illegible] 1214

[illegible]

[illegible]

" 27 [illegible] 541

NOTED
C. C. KELLEY

Signed [illegible]

Title [illegible]

March 31, 1920.

File; P.R. No. 37

Mr. C.C. Kelley,
Division Engineer,
Baker, Oregon.

Dear Sir:

You will recall that while in conversation with the writer at the last meeting of the Highway Commission, the matter of extra work items anticipated on the Seufert-Deschutes Section was discussed. We would appreciate very much having you send us a statement of these items, as soon as possible, as we desire to submit an estimate as basis for Project Agreement to the Government. The sooner we are able to send this to them, the better it will be, as no ~~further~~ Federal moneys can be secured until the Project Agreement is signed.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

For Office Engineer.

JWD-LM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. I

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST-OFFICE BUILDING
PORTLAND, OREGON

Engineering - Post Roads,
Oregon F.A. 37.

March 22, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are today forwarding to Washington, with our approval, plans, specifications and estimates for your Project No. 37. This action was taken upon receipt of your letter of March 20th, in answer to our letter of March 11th, regarding grade revisions. An item of $2,000 to cover extra work in oiling sand for protection of roadbed was eliminated from the estimate. This matter was discussed with your Mr. De Souza at the meeting of the Highway Commission today. When the estimate to be used as a basis for the Project Agreement is submitted this protection, or sand fence if you prefer, may be included but should be shown on some unit cost basis.

Yours very truly,

C L McKesson
Acting District Engineer,

Noted

March 22, 1920.

File: P.R. No. 37

Mr. C.H.Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Confirming our telephone conversation, this will authorize you to substitute for the 4 x 10 box culvert shown on our plans at Station 1733, on Federal Aid Project No. 37, one of our standard double 4 x 4 reinforced concrete box culverts, drawing No. 1224.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

PR37

March 20, 1920.

Mr. C. H. Purcell,
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

We refer now to the matter of grade revisions in connection with Federal Aid Project No. 37, which matter was taken up in your letter of March 11th.

Our Division Engineer, Mr. C. C. Kelley, has made a field inspection of the section of line over which grade revisions were recommended by you, and reports that in general the recommendations are good and should be followed. He states, however, that he does not consider the changes recommended between Stations 1471 and 1481 and between Stations 1710 and 1720, to be warranted. To straighten the grades out between these points would necessitate a larger additional expenditure than is apparent from an inspection of the plans, due to the fact that scab rock is encountered. Furthermore the grade breaks are so slight as to be unnoticeable in the constructed roadbed.

Between Stations 1275 and 1285 it is planned to raise the grade approximately two feet at the lowest point to keep the grade above highwater. This change will eliminate the objections referred to in your letter as between Stations 1281 and 1295.

In addition to making the other changes recommended in your letter, between Stations 1745 and 1755, and in the vicinity of Station 1662, changes are planned to eliminate some of the undulations between Stations 1675 and 1685 and between Stations 1725 and 1735. Additional betterments will undoubtedly be worked out during the progress of the work.

We trust that action as outlined above is satisfactory to your Bureau.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

by

Office Engineer.

OREGON STATE HIGHWAY COMMISSION
SALEM

March 19, 1920.

File: P. R. 37

Mr. C.C.Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

We have your letter of March 16th with further reference to encroachment maps in connection with the Seuferts-Deschutes River Section.

I have had this matter checked up, and find that you are right as regards the encroachment maps sent to you heretofore, applying to the Oregon Trunk encroachments, rather than to the O.W.R.& N. encroachments. We are, therefore, sending you today a complete set of the O.W.R.& N. encroachment maps.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

PENDLETON } COMMISSIONERS
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33VJ - O.W.R.& N. Encroachment Maps.

The Dalles, Ore., March 16, 1920.

[illegible]
MAR 18 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Please refer again to the various letters, Your File P.R. 37 and on file 33VJ, Encroachment Maps. Beg to advise that we have received three sets of encroachment maps covering the Oregon Trunk encroachment.

It is thought that these covered maps mailed by you on February 11th, March 5th, and March 10th, as the dates upon which they were received check closely with these dates.

Maps covering the O.W.R.& N. encroachments have not as yet been received.

Respectfully,

CCKelley

C. C. Kelley,
Division Engineer.

ANSWERED
S. H. Probert

CCK:kl

O.W.R.&N. [illegible]
Encroachments # 1 to [illegible]
Sent 3/19-20 S.H.P.

FORM 2A 2M-11-19

S. ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

33VJ - Grade Line Revision, Post Road No. 37.

The Dalles, Ore., March 17, 1920.

19 1920

19 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Replying to your letter of March 12th, File Post Road No. 37, concerning the revisions of grade line on the Seufert-Deschutes Section of the Columbia River Highway as suggested by Mr. Purcell, Bureau of Public Roads, I beg to advise as follows:

From Station 1275 to 1285 it is proposed to raise the grade approximately two feet in the lowest place in order to keep the grade above the 1913 high water.

Between Station 1285 and 1295 I see no necessity of a grade change, as the difference in rates of gradient is so small that there would be no perceptable difference on the ground. The grade as now projected follows the surface of the old Portage Railroad, and any additional excavation would be shallow cutting in scab rock.

Between Stations 1471 and 1481 the difference in rates of gradient are so small that the grade breaks could not be noticed on the ground, and as the grade line follows the canal bank, small cuts and fills that would need be made on a straight grade line would look entirely out of place.

Between Station 1710 and 1720 the difference in rates of gradient are so slight that there is no perceptable grade break on the ground, and I see no reason for revising the grade at this point.

Between Station 1745 and Station 1755 the grade has been changed to eliminate some of the undulations.

Between Station 1655 and 1665, between 1675 and 1685, between 1725 and 1735, and between 1745 and 1754, slight grade changes have been made to eliminate some of the undulations, which was in line with the suggestions outlined by the Bureau of Public Roads.

Respectfully,

Noted S.H.P.

C C Kelley
C. C. Kelley,
Division Engineer.

CCK:kl

FORM 2A 2M-11-19

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
J. [illegible]URGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33VJ - Encroachment Maps.

The Dalles, Ore., March 12, 1920.

RECEIVED
MAR 13 1920
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I have taken the matter of the loss of the encroachment maps mailed from your office on February 11th and March 5th up with the local postal authorities. They have made a thorough investigation locally, but are unable to locate the missing parcels.

They have advised that you start a tracer at the Salem post office, as they have no mailing list which would indicate the parcels received at this office. The local authorities have written to Dallas, Oregon, to inquire if any parcels have gone there by mistake. I would suggest that if there is a Highway office in Dallas you might inquire if some such maps had been received by them, as shipments frequently go to that place which are intended for The Dalles.

We have not as yet received the 3rd set mentioned in your letter of the 10th.

Respectfully yours,

Noted by HCL

C. C. Kelley,
Division Engineer.
H. C.

HCI:kl

March 12, 1920.

File; P. R. No. 37

Mr. C.C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:-

We are sending you herewith a copy of a letter received from the Bureau of Public Roads, requesting certain changes to be made in our plans for the Federal Aid Project between Seufert and the Deschutes River. From an inspection of the plans, it appears that the changes requested can be made without any material additional costs, and inasmuch as they state that approval of the plans will be withheld until they are assured that the changes will be made, we believe that their recommendations should be accepted.

Kindly make an investigation and let us hear from you.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-HM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Engineering - Post Roads,
Oregon F.A.37.

March 11, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

In reviewing the plans for Oregon F.A. Project No. 37, it is noted that in a number of places the grade line is broken at very short intervals. It is not believed that any saving worthy of consideration is effected. The points of break are so close together and the difference in the rate of grade is so small, that the effect [illegible] be very unsatisfactory and will give an impression to the observer that these variations are merely inaccuracies resulting from a lack of engineering supervision during construction. The terrain utterly fails to reveal any justification for these undulations.

In addition to the poor appearance there is a more serious objection to breaking the grade line in this way. Laws are being enacted, and are now in effect in most places, which require automobile headlights to be adjusted to fall on the pavement ahead of the automobile and not in the eyes of occupants of approaching cars. With a grade line broken in the manner mentioned, such an adjustment would be useless, no driver could control the glare of his headlights and serious accidents should reasonably be expected. The law above referred to and other safety rules enacted from time to time will be powerless to prevent accidents on highways having such undulating grades on tangents.

The places where the condition mentioned prevails are as follows:

Sta. 1281- 1295
" 1471- 1481
" 1710- 1720
" 1745- 1755.

At Station 1662 the grade line dips into a depression with a reverse 4% grade about 150 feet long creating a very unsatisfactory appearance.

In view of the fact that the Columbia River Highway will be an automobile boulevard, we deem the above objections to be of sufficient importance to warrant us in withholding our approval of these plans until we have your assurance that the grade line at the points mentioned will be corrected.

These matters were discussed with you recently, and we believe that you agree with us in the foregoing conclusions.

Yours very truly,

C H Purcell

District Engineer,

Receipt Acknowledged 3/12/20.

ANSWERED
S.H. Probert
3/20/20.

March 10, 1920.

File: FR. No. 37

Mr. C.C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

With further regard to the detail maps for the Seufert-Deschutes River Section, we have to advise that we have Express receipts for a parcel sent to Mr. C.E.Carter at Biggs, on December 16, and for another parcel to the same address sent on December 20th. As far as we can learn, only one of these parcels was received by Mr. Carter and we believe, therefore, that the Seufert-Deschutes maps have been lost. We have already made request to the Express Company that this parcel be traced.

In order that you may have for your use in connection with the railroad encroachments, the best information now available, we are today expressing to you the tracings of the project cross-sections and will send to you as soon as the prints to be used in connection with the contracting of this work can be prepared, the tracing of the project maps. Please return these tracings, as soon as you are through with them.

As regards the encroachment maps in connection with the Seufert-Deschutes Section, our records show that a set of these maps was mailed to you on February 11th, and another set on March 5th. We are today having made up and forwarded to you a third set. Due to the fact that you have failed to receive a considerable number of the parcels mailed to you from this office, we believe that it would be advisable for you to call this fact to the attention of the Postal authorities.

Very truly yours,

HERBERT NUNN
State Highway Engineer,

By

Office Engineer.

- [illegible]
SHP

Copy for State Highway Department

PR
37

OREGON STATE HIGHWAY COMMISSION
SALEM

B-1

March 9, 1920.

Mr. C. H. Purcell,
U. S. District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

On March 9 the Acting Secretary of Agriculture approved Oregon project statement No. 37, involving the improvement of 12.5 miles of the Seufert-Deschutes River Section at an estimated cost of $265,113.75, and on which Federal aid is requested to the extent of $132,556.87.

Very truly yours,

Chief Engineer.

leb-lhs

Noted

FORM 2A 2M-11-19

S. BENSON, PORTLAND, CHAIRMAN
[illegible]. BOOTH, EUGENE
J. H. BURGESS, PENDLETON
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33VJ:Detail Maps, Seufert Deschutes Section.

The Dalles, Ore., March 8, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I have your letter of March 6th, File P.R. 37, concerning detail maps for the Seufert Deschutes Section.

Mr. C. E. Carter, Resident Engineer at Biggs, informs me that in the middle of December, on about the date that is mentioned in your letter, package containing detail maps for the Sherman County Section was received by him. He has inquired of the Express Agent at Biggs, and finds no record of another Express package having been received at that time. I am of the opinion that the package you refer to is the one containing the Sherman County maps.

Respectfully,

ANSWERED
S. H. Probert

C. C. Kelley,
Division Engineer.

HCI:kl

RECEIVED
MAR 9 1920

Noted
SHP

OREGON STATE HIGHWAY COMMISSION
SALEM

March 6, 1920.

File: P. R. 37

Mr. C.C.Kelly,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

We have your leter of March 4th in regard to the detail maps for the Seufert-Deschutes Section, and the encroachment maps for the same section. Upon investigation, we find that we have a receipt from the Express Company for a package sent to C.E.Carter at Biggs, on December 16th, which package, we are quite sure, contained the detail maps for the Seufert-Deschutes Section. As Mr. Carter failed to receive this package, it is apparent that same has been lost by the Express Company. We have sent out a tracer, and it is possible that we will be able to recover these maps. In the meantime, it will be necessary for the resident engineer to secure what information he needs from the blue print plans as previously submitted.

Blue prints of the encroachment maps were mailed to you yesterday.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-IB

FORM 2A 2M-11-19

ENSON, PORTLAND, CHAIRMAN
R. BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33VJ / Detail and Encroachment Maps.

The Dalles, Ore., March 4, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Considerable delay in our work is being experienced due to the fact that we have been unable to obtain 100 foot detail maps and map and cross sections of the proposed encroachments on the O.W.R.& N. Railroad between Seufert and the Deschutes.

The 100 foot detail map has evidently gone astray, as we have been in touch with Mr. Bennett's office, and also with Mr. Carter at Biggs, and are unable to locate same. Encroachment plans were submitted to the Railroad Company some time past, but no copies of the prints have been received at this office. The Railroad Company have asked us to make several revisions in our encroachment plans, and to eliminate some of them entirely, so the necessity of having a copy of these maps is apparent.

Kindly give this matter your personal attention and try and get these plans to me as quickly as possible.

Respectfully,

C C Kelley

C. C. Kelley,
Division Engineer.

ANSWERED
S. H Probert

1920

CCK:kl

3

NOTED
H.N.

33 v8

March 4, 1920

File No. 123

Mr. S. Benson, Chairman,
State Highway Commission,
Hotel Vendome,
San Jose, California.

Dear Mr. Benson:

Replying to your letter of February 28th regarding combining the grading and graveling contracts for the Seufert-Deschutes Section, would say that we considered this at one time but due to the fact that it is a pretty big job in itself the plan was abandoned.

As you will recall there is only five or six miles of this work where the sand will bother and this is relatively light being on the Old Portage Railroad grade, and the construction of sand fences will probably take care of the sand difficulties.

You will recall that there is some rock work between Seufert and Big Eddy and also from Dillon to the Deschutes we are in rock work and on the other side of the track from the sand.

I do not think the same condition will be serious during construction. There is a further advantage in letting the graveling contracts later in that by that time the cuts will be opened up, developing possible sources of local material and there is also the possibility of using our own trucks on this job.

After the construction work is well under way and some completed we could advertise the job during the summer. The wind on the Columbia at this point is the worst during the spring and fall.

Yours truly,

Secretary.

RAK:LM

HOTEL VIRGINIA

MAR 3 1920
COMPANY ENGINEER

LONG BEACH
CALIFORNIA

Feb 28 1920

My Dear Mr [illegible]

In letting Contract for grading Seufert to Deschutes is there not danger of grade blowing away unless you let contract for graveling at same time kindly look into this would be better for same party do both. Yours,

S Benson

ANSWERED

...g 1920.

...la: P. R. No. 37

Amount

...detailed estimate
...hutes River Project,
...ims for the grading
...ate cover, and the

...bids upon the work
...ds to be received
...tructures.

as a basis for the
...o contracts have
be incorporated

...any Engineer,

...fice Engineer.

4,200.00
3,000.00
512.50

HOTEL VIRGINIA

LONG BEACH
CALIFORNIA

Are you making progress with Polk County regard grading Monmouth South

I find there is 16 Miles of the Los Angeles San Pedro Boulevard maintained as Oil Macadam this Road carry more traffic and heavy than any Road in Oregon experience not great here is a lesson in Oil Macadam

Yours S Benson

1920.

P. R. No. 57

Amount

detailed estimate
River Project,
for the grading
cover, and the

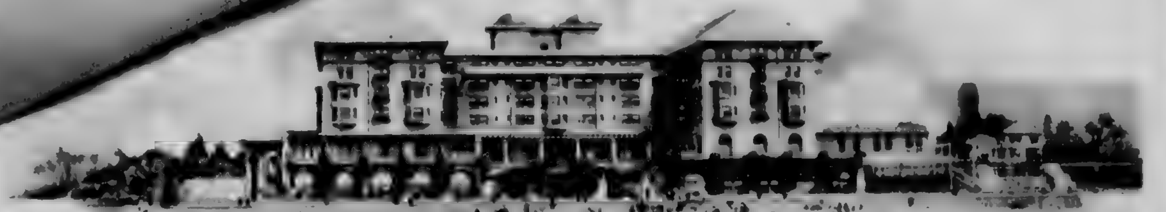
bids upon the work
to be received
structures.

as a basis for the
contracts have
be incorporated

Engineer,

Engineer.

TEL VIRGINIA



LONG BEACH
CALIFORNIA

I note Wasco
County Court is hedging
about securing right of
way not only to the new
Bridge but further down
don't let them hold up
letting of this grading
must find some way
to beat them they're
a rotten bunch

2, 1920.

lo: P. R. No. 37

detailed estimate
chutes River Project,
plans for the grading
arate cover, and the

bids upon the work
bids to be received
structures.

d as a basis for the
he contracts have
y be incorporated

hway Engineer,

Office Engineer.

March 2, 1920.

File: P. R. No. 37

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith we are submitting our detailed estimate and special provisions for the Seufert-Deschutes River Project, Federal Aid Project No. 37. The detailed plans for the grading of the project are going forward under separate cover, and the bridge plans have already been submitted.

It is our intention to receive bids upon the work involved under this project on March 23d, bids to be received separately upon the grading and the bridge structures.

The detailed estimate to be used as a basis for the project agreement will be submitted after the contracts have been awarded so that the contract prices may be incorporated therein.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Noted Gwd

SHP-MM

AY DEPARTMENT OREGON FEDERAL AID PROJECT NO.37

GRADING, SEUFERT-DESCHUTES RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

Detailed Estimate Submitted with Plans. (Not to be used as Basis for Project Agreement)

- - - - - - - - - - - - - -

Salem, Oregon, February 27, 1920

Quantities		Item	Unit Price	Amount
All Required		Clearing & Grubbing (60' R.of W.)	Lump Sum	$ 2,250.00
75,300	Cu. Yds.	Common Excavation	.60	45,180.00
44,200	"	Intermediate Excavation	.80	35,360.00
27,100	"	Solid Rock Excavation	2.50	67,750.00
97,000	"	Overhaul	.05	4,850.00
1,026	Lin. Ft.	12" Culvert Pipe	2.00	2,052.00
246	"	18" Culvert Pipe	3.25	799.50
216	"	24" Culvert Pipe	4.50	972.00
36	"	36" Culvert Pipe	6.50	234.00
2,000	"	6" Porous Drain Tile	.40	800.00
32	Cu. Yds.	Class "A" Concrete	35.00	1,120.00
85	"	Class "C" Concrete	30.00	2,550.00
3,300	Lbs.	Metal Reinforcement	.10	330.00
300	Cu. Yds.	Rubble Masonry	16.00	4,800.00
2,000	Lin. Ft.	Wood Guard Fence	1.50	3,000.00
182	"	Tunnel	70.00	12,740.00
200	Cu. Yds.	Solid Rock Undercut Excavation	4.00	800.00
250	Sq. Yds.	Hand-Placed Rock Slopes	1.25	312.50
As Required		Oiling Sand for Protection of Roadbed	Extra Work	2,000.00
		Bridge Items		
1,260	Cu. Yds.	Class "A" Coborete	34.00	42,840.00
45	"	Class "B" Concrete	30.00	1,350.00
223,000	Lbs.	Reinforcing Steel	.08	17,840.00
990	Lin. Ft.	Concrete Hand Rail	3.50	3,465.00
100	"	Timber Approach	22.00	2,200.00
650	Cu. Yds.	Excavation	2.00	1,300.00
		Sub-total		$ 256,895.00
		10% Engr. & Contg.		25,689.50
		Total		$ 282,584.50

Length of Project - 12.50 Miles
Estimated Cost per Mile $22,606.76

Federal Aid Requested	$ 141,292.25
State Funds Available	141,292.25
Total	$ 282,584.50

Signed

Asst. State Highway Engineer

E HIGHWAY DEPARTMENT OREGON FEDERAL AID PROJECT NO. 37

GRADING, SEUFERT - DESCHUTES RIVER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

SPECIAL PROVISIONS

Salem, Oregon, February 27, 1920

TUNNEL CONSTRUCTION

Tunnel Section:

The tunnels to be constructed under this contract shall be excavated as nearly as possible to the neat cross-section lines as shown on the blue print plans.

No linear measurement in any section of the completed tunnel shall be less than ninety-five percent of the length indicated on the plan, and in no case shall more than five percent of the true cross-section area remain unexcavated in any section.

Measurement:

The length of tunnel to be paid for shall be the actual measured length of roof from portal to portal on center line.

Overbreak:

Overbreak which in the opinion of the Engineer is unavoidable and not due to intentional overshooting shall be allowed on the following basis:

Where the area of the completed cross-section is less than five percent greater than the neat area, no ovefbreak will be allowed.

Where the area of the completed cross-section is more than five percent greater and less than fifteen percent greater than the neat area, overbreak will be allowed at the rate of two dollars per cubic yard for that part of the area in excess of one hundred and five percent of the neat area.

Where the area of the completed cross-section is more than fifteen percent greater than the neat area, overbreak will be allowed at the rate of Two Dollars per cubic yard for tenpercent of the neat area.

No payment will be allowed for overbreak at any section to an amount greater than ten percent of the neat area.

Lining & Portals:

If tunnel lining or structure of any kind at the tunnel portals are required, payment for these items will be made in accordance with the provision in the Standard Specifications for "Extra Work."

Payment:

Payment for the construction of tunnels will be made at the unit price bid per lineal foot for "Tunnel". The price bid will include the construction of the tunnel complete in accordance with the above specifications and to the line and grade established by the Engineer. It shall include the depositing of excavated materials in accordance with the instructions of the Engineer and all cleaning up and finishing necessary to produce a clean-cut and workmanlike piece of construction, both of the tunnel and its approaches.

SOLID ROCK UNDERCUT EXCAVATION

In the tunnel approaches and at some other points in solid rock excavation, the contractor will be required to ledge out the roadbed, leaving more or less overhang. Where this form of construction is ordered, rock excavation will be paid for at the special price bid per cubic yard for "Solid Rock Undercut Excavation", subject to the limitation that only the excavation made below and underneath actual overhang in place after construction is completed, will be paid for at the price bid for this special item all other excavation within the same sections to be paid for at the prices bid for Common Excavation and Solid Rock Excavation. The cross-section area upon which Solid Rock Undercut Excavation will be allowed is as indicated on the blue print attached hereto.

HAND-PLACED ROCK SLOPES

Where the Engineer so directs, the contractor shall by such manipulation as may be required, construct rock fills with side slopes steeper than the usual embankment slope of one and one-half to one, but in no case steeper than one to one.

The general procedure in the construction of fills of this kind will be to select from the material available for the fill, the larger and more suitably shaped fragments of rock and to build these carefully into the slopes and other portions of the fill with a view to stopping and permanently holding the embankment materials at the slopes desired. The work shall be carried on in accordance with the instructions of the Engineer and to his satisfaction.

Measurement and Payment:

The quantity to be paid for under the item "Hand-Placed Rock Slopes" will be the number of square yards of exposed slope area of those portions of rock fills actually hand placed and constructed in accordance with the specifications. The price bid per square yard will be understood to cover the furnishing of all tools, labor and equipment required in the building up of the fills and slopes as specified.

OILING SAND

Work to be Done:

In order to protect the sand embankment against the wind and to prevent sand alongside the roadway from blowing into and filling up cuts, it will be necessary to saturate with oil, considerable areas within and adjacent to the right-of-way.

The State Highway Department is making arrangements to do this oiling with its own forces and equipment due to the difficulty of specifying this item for contract purposes. The item oiling sands will therefore not be included in the contract work.

BLACK POWDER TO BE FURNISHED BY STATE

Black powder up to 15,000 pounds will be furnished to the contractor for use on this work. The contractor will be required to use this powder judiciously, and if in the opinion of the Engineer, it is not so used, the furnishing of powder by the Highway Commission will be discontinued, and thereafter, the contractor required to furnish all explosives required.

Powder furnished by the Highway Commission in accordance with the above terms will be delivered to the contractor at the storage magazine in The Dalles.

PROTECTION OF RAILROAD AND TELEGRAPH LINES

Before beginning work the Contractor shall first enter into a written agreement with on-Washington Railway and Navigation Company, the Oregon Trunk Railway Company, e Western Union Telegraph Company, indemnifying them against all claims, demands, , damages and liability growing out of the performance of the work to be done by the Contractor, obligating the Contractor to protect the Railroad Companies and the Telegraph Company against damage to railroad property, delay of trains, loss of life and damage to wires, and obligating the Contractor, upon demand of the Railroad Companies, to employ watchmen and flagmen satisfactory to the Railroad Companies, and station the same at such points as the Railroad Companies may designate, and obligating the Contractor to reimburse the Telegraph Company for all expense incurred by it in employing men to patrol its telegraph lines for protection against operations of the Contractor, and in the removal of telegraph wires, poles, or appurtenances necessitated by operations of the Contractor. Such Contract shall be in form satisfactory to the Railroad Companies, and the Telegraph Company, and the Contractor shall immediately furnish a surety company bonds in the amounts required guaranteeing the Railroad Companies and the Telegraph Company that the Contractor will carry out all of his obligations under such contract with the Railroad Companies and the Telegraph Company.

& GRUBBING

Under the item "Clearing and Grubbing" will be included in addition to the work specified on page 14 of the Standard Specifications, the removal from the right-of-way of all lumber, timber and other debris left after the construction of the Celilo Canal. This item will also include the removal of all piling and structures of whatever nature now existing in what was formerly the Portage Railway, wherever such piling or structures occur within the right-of-way of this project.

The lump sum price bid for "Clearing and Grubbing" will be understood to include and cover all cost in connection with the work referred to in this clause.

SECTIONS OF EXISTING ROAD TO BE KEPT OPEN

The contractor will be required to so handle his work that the road between Seufert's place at about Station 1215, and Fish Wheel No. 5 at about Station 1335 will be open to traffic at all times during the period from April 1st, 1920 to October 15th, 1920. No claims for losses or damages due to delays or inconvenience suffered by the contractor in keeping this section open, will be allowed, and any expense entailed thereby will be borne by the contractor.

...TON } COMMISSIONERS

...RETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

REFERRED TO N. Comm
BY H. N.

NOTED
H.N.

33VJ - Indian Village, Celilo.

The Dalles, Ore., Feb. 28, 1920.

Mr. R. A. Klein, Secretary,
State Highway Commission,
Salem, Oregon.

RECEIVED
MAR 1 1920
STATE HIGHWAY ENGINEER

Dear Sir:

Your letter of February 26th, including a letter from Mr. Veatch, Assistant United States Attorney, is received.

I took this matter up with Mr. Veatch in Portland recently and explained all the details of the situation to him, and he wrote to the Commissioner of Indian Affairs at Washington, D.C., requesting them to make some disposition of these Indians.

I explained to him that our Highway at this place is sandwitched in between the Oregon Trunk and the O.W.R.& N. Railroads, and that the line as now located encroaches to within 38 feet of the center line of the Oregon Trunk Railway, and it is understood that the Railroad Company will request us to move off of their right of way entirely at this point. This will necessitate moving this Indian village, which comprises ten or twelve improvised shacks.

I have arranged for a meeting with the Representatives of the Engineering Department of the Oregon Trunk to examine the features of the location at this point on March 5th, and if at that time they insist that we move back off the right of way it will be necessary to move this Indian village, as there can be no direct location made to avoid it. In as much as these Indians have no title to the lands which they occupy, and are wards of the Government, it seems reasonable that the Commissioner of Indian Affairs should make some provision for taking care of them.

I also intend to get in touch with Mr. Babcock, who is Superintendent of the Warm Spring Indians, and who also handles the affairs of these Celilo Indians, although they are not within his territory. It is thought the matter can be arranged with him temporarily awaiting def-

[illegible]

inite action from the Commissioner of Indian Affairs at Washington.

Very truly yours,

C.C.Kelley

C. C. Kelley,
Division Engineer.

CCK:kl

PORTLAND, CHAIRMAN
THOMPSON, PENDLETON } COMMISSIONER
S. BOOTH, EUGENE
A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

REFERRED TO

BY H. N.

OREGON STATE HIGHWAY COMMISSION

OFFICE OF
S. BENSON, CHAIRMAN
PORTLAND

RECEIVED
MAR 1 1920
HIGHWAY ENGINEER

FEBRUARY THE 28,1920.

MR. R. A. KLEIN,
SALEM, OREGON.

Dear Sir:-

Enclosed please find copies of letters received today in regard to the location of the Columbia River Highway through the Celilo Indian Camp at Celilo.

Very truly yours,

A. A. Rosenthal

DEPARTMENT OF JUSTICE.

OFFICE OF THE UNITED STATES ATTORNEY
DISTRICT OF OREGON.

PORTLAND, OREGON.

FEBRUARY 26,1920.

RECEIVED
MAR 1 1920
STATE HIGHWAY ENGINEER

MR. SIMON BENSON,
YEON BUILDING,
PORTLAND, OREGON.

Sir:-

Mr. Charles C. Kelley, Division Engineer of the Oregon State Highway Department, called upon me today, and explained the situation from the standpoint of the State Highway Commission in regard to the Celilo Indians, at Celilo. I have this day written a letter to the Commissioner of Indian Affairs, and am enclosing a copy of his letter to you. From what Mr. Kelley tells me, it would be almost impossible to build the highway around the Indians' camp, and in that case it will be necessary for the Department of Indian Affairs to make some disposition of the Indians as they do not seem to be disposed to give way for the highway. I presume that the Commissioner of Indian Affairs will have his representative look into this matter and make some proper adjustment.

Respectfully.

JOHN C. VEATCH,

ASSISTANT
UNITED STATES ATTORNEY.

FEBRUARY 20,1920.

RECEIVED
MAR 1 1920

COMMISSIONER OF INDIAN AFFAIRS,
WASHINGTON, D.C.

Sir:-

I have had some conferences and correspondence with members of the State Highway Commission, of the State of Oregon, concerning the passage of the Columbia River Highway through the camp grounds of the Celilo Indians, at Celilo, Oregon. I have also taken this matter up with the superintendent of the Warm Springs Indian Reservation, at Warm Springs, Oregon, and am writing to you with a view of securing some settlement of the controversy between the Celilo Indians and the State Highway Commission,

The facts in the case, as I have them in my possession are as follows: The Celilo Indians have never been assigned to any reservation and at the present time are not upon any reservation, but are camping upon grounds owned by private individuals. They are under the jurisdiction of the Warm Springs Indian Agency. For generations past they have camped upon the barren rocks in the vicinity of Celilo Oregon, and their chief and practically their sole means of livelihood comes from fishing in the Columbia River, at a point near where they are camped.

The Columbia River, as you may know, cuts a narrow passage through the Cascade Range at Celilo, and there is but little space between the almost perpendicular sides of the mountain and the Columbia River. Two railroads and the Government canal now occupy a part of this space. The Indians are camped between the railroads and the canal. In order to have the highway pass up the river, it necessarily must go through the present Indian camp, - which would mean the ousting of the Indians from that location - or it would have to trespass on the right-of-way of one of the railroad companies.

The Indians claim that if they are compelled to move from that particular location, they would have no means of livlihood as they would be removed from the fishing grounds, and the Highway Commission claims that it is almost impossible to build a road up the river without removing the Indians from the present site.

I have received a number of visits from members of the Celilo tribe and from others who are interested in their welfare, and have taken the matter up with the State Highway Commission, with a view of arriving at some solution that would be satisfactory to both sides. I have not formerly taken it up with your Department previous to this time, for the reason that I have been under the impression that the matter could be arranged between the Highway Commission and the Indians, but this seems to be impossible. I, therefore, ask you to refer this matter to the proper representative of your Department in this locality, in order that he may look into the situation, and see what can be done to adjust it.

The Highway commission has expressed a willingness to do everything possible to protect the rights of the Indians, so far as it is consistent with its duties in building the State Highway past this point, and I believe that I am justified in saying that there is no disposition on the part of the Highwaycommission to force the Indians out or trespass on their rights if this can be avoided.

I am forwarding a copy of this letter to Mr. Simon Benson, Yeon Building, Portland, a member of the State Highway Commission, with whom I have taken this matter up before, and I presume that he would be the proper man for your representative to see in this matter.

Respectfully,

Assistant U.S.Attorney.

DEPARTMENT OF JUSTICE.
OFFICE OF THE UNITED STATES ATTORNEY.
DISTRICT OF OREGON,
PORTLAND, OREGON.

FEBRUARY 23,1920.

MR. SIMON BENSON,
CHAIRMAN,STATE HIGHWAY COMMISSION,
YEON BUILDING,
CITY.

Sir:-

I have received a number of communications and visits from the Celilo Indians, at Celilo, Oregon, regarding the passage of the Columbia River Highway through their camp grounds. From the reports in my possession, it seems as though these Indians have but a small strip for their camp site, and the highway, as it is now surveyed, would cause them to move from their present site. I am also informed that the highway could be put around this camp site without additional expense an without any great difficulty.

These Indians do not have title to the land upon which they are camping. There was an effort made several years ago, so I am informed, to set aside this land as an Indian Reservation, but that hasnot been done as yet. However, it is my understanding of the law that where Indians have camped for many generations upon a particular tract of land and this land is afterwards acquired by private individuals, that the Indians cannot be ousted from their camping site. The Celilo Indians have lived at this particular place for generations, - long before the White men came to this country. They have never been assigned to any reservation, and where they are now camping is their only home. I do not know what will be the attitude of the Indian Office or of the Attorney General in case construction of the highway is begun in this camp site, but in case this office should be instructed to protect the Indians' rights as to this particular piece of ground it would probably be necessary to enjoin further construction of the highway through the camp site.

I wonder if it would not be possible for the highway commission to find a way through without interfering with the Indians' Camp, as this would solve the situation and would eliminate any possibility of future complications. Will you please let me hear from you as to what facts, if any, are in your possession concerning this particular part of the highway and whether or not it would be possible to put the road through without interfering with the Indians' Camp?

Respectfully,

JOHN C. VEATCH.

ASST. UNITED STATES
ATTORNEY.

FORM 8A 5M-11-19

S. BENSON, PORTLAND, CHAIRMAN
[illegible] BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33VJ - Encroachments, Oregon Trunk Ry.

The Dalles, Ore., Feb. 21, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I am in receipt of a letter from Mr. W. H. Marsh, Acting Chief Engineer of the Oregon Trunk Railway, under date of February 18th, in which he states that Encroachment maps have not been furnished him.

Kindly get these maps to him as quickly as possible in order that he may send a representative of his Department to go over the Engineering features involved.

Respectfully,

C. C. Kelley
C. C. Kelley,
Division Engineer.

CCK:kl

SHP
J. M. D. Had these. ask if he did not give them to Marsh. R.A.K.

O.K.
SHP

FEB [illegible] 1920

February 18, 1920.

53 VJ

Mr. F. A. Seufert,
601 Knott Street,
Portland, Oregon.

Dear Mr. Seufert:

I have written Mr. C. C. Kelley, Division Engineer, this date, accepting your proposition to contribute $5,000 toward the construction of the High Line, and have ordered the High Line constructed.

I wish to take this opportunity to thank you for your interest in this matter and assure you that your kindness is fully appreciated. We will endeavor to pass through your property with as little damage as possible.

Again thanking you for past favors, I am,

Sincerely yours,

State Highway Engineer.

HN:HI

February 18, 1920.

SSVJ

Mr. C. C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

I am in receipt of your letter of February 16, recommending the upper or High Line through the Seufert place, and note that there will be a saving by building along the route which Mr. Seufert wishes.

In view of the above facts, I have decided to accept the upper line, and the plans are now being prepared in this office accordingly. I am notifying Mr. Seufert this date of the acceptanse.

Respectfully yours,

State Highway Engineer.

HN:HI

Feb 13 - 920

NOTED
H.N.

RECEIVED
FEB 18 1920
STATE HIGHWAY ENGINEER

Mr C C Kelly
My Dear Sir.

I will come up to the Dalles on Monday on 18 train and will be at the cannery monday after noon providing the Weather is not to bad I will Telagraph the Boys at cannery monday moring to meet me at the train and if you call up cannery about 11 Oclock they can tell you just when I will be their I have been under the Weather Since I was up their 3 Weeks ago with the grip so I have to be a little carefull how I knock around in Bad Weather. if you and Peck come out say 12 o or 2 oClock why we can look that orchard proposition over. I realy want the upper location. that orchard is on a sand drift. we have to irrigate it and a road in it will all way keep us in danger some one will let water ouse out and float a Bunch of sand on the road some crazy driver might hit it and we have a damage suit on our hands. Thats what I want to avoid. the upper route does away with all that risk to us. and I would rather give the State 5000 Dollar than to some fellow on a claim of this kind. Bennett & Thompson said they would gaurd us against this By a retaining wall which in sand is hard to make safe. So I hope you will see your way clear on the upper route. I do not care on the looks of Bridge a post Bridge is surely cheaper than a truss Bridge, for in this cannon they can put their post 20 ft or less as they see fit our Bridge stand their since 1890 and has not been wash out.

Yours F A Seufert,

[illegible], PORTLAND, CHAIRMAN
[illegible] BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33VJ - Line Change at Seufert.

The Dalles, Ore., Feb. 16, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

RECEIVED
FEB 18 1920
STATE HIGHWAY ENGINEER

Dear Sir:

Please note the attached letter from Mr. Seufert regarding the choice of lines through his property. I was just over this work with Mr. Seufert, and he is very anxious to have us build on the High Line, and has reiterated his statement that he will contribute $5,000.00 toward the construction of the higher line. If this is the case, I see no reason why the High Line should not be built. It is more direct, better alignment and grades, and the comparative estimated cost of the two lines, aside from the bridges, favor the High Line. On the low line there is a fill approaching the Great Southern Railway requiring approximately 4,600 yards of borrow which would have to be made from classified material. Please note the following comparison of estimates, which shows the High Line to be cheaper in case Mr. Seufert makes good his agreement to pay $5,000.00 towards the construction of the High Line.

HIGH LINE

1168	Cu. Yds. Rock ---------------	@ $2.00	$ 2,336.00
4432	" " Intermediate Ex. ---	@ .80	3,545.60
2000	" " Overhaul -----------	@ .05	100.00
25	" " Class "A" Concrete -	@ 25.00	625.00
800	Lbs. Steel ------------------	@ .07	56.00
2000	Lin. Ft. Fence --------------	@ .10	200.00
100	Ft. 12" Pipe-----------------	@ 2.50	250.00
	Moving Buildings -------------		500.00
	Irrigation Pipe --------------		100.00
	Additional Bridge Cost -------		7,000.00
			$14,712.60
	Less $5,000 contributed by Mr. Seufert		5,000.00
	Total		$ 9,712.60

LOW LINE

700	Cu.Yds. Common Exc. ---------	@	$ .70	$ 490.00
6842	" " Intermediate Exc. ---	@	.80	5,473.60
1348	" " Rock Excavation -----	@	2.00	2,696.00
21020	" " Overhaul ------------	@	.05	1,051.00
25	" " Class "A" Concrete --	@	25.00	625.00
6	" " " "C" "	@	15.00	90.00
800	Lbs. Steel ------------------	@	.07	56.00
2000	Lin. Ft. Fence --------------	@	.10	200.00
1200	" " Telephone Line -----	@	.20	240.00
100	Ft. 12" Pipe ----------------	@	2.50	250.00
	Clearing and Grubbing 1/4 Acres		400.00	100.00
	Take Care Irregation Pipes			100.00
70	Ft. 36" Pipe ----------------	@	4.00	280.00
	Total			$11,591.60

Please advise your decision in this matter.

Respectfully yours,

C. C. Kelley

C. C. Kelley,
Division Engineer.

CCK:kl
1 Encl.

PR
37/

February 11, 1920.

File: 3304

Mr. C.C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

We are in receipt of your letter of February 7th with reference to the grade crossing with the Great Southern Railway near Seufert. We have also received the map, profile and cross-sections submitted for use in connection with our application for permission to install this grade crossing. In looking over the data submitted, we find that it covers the crossing as contemplated in connection with the higher location across Three Mile Creek, which location has been abandoned, in favor of the lower creek crossing. We are therefore returning the information submitted.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MH

February 11, 1920.

File: 35VJ

Mr. C.C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

We wrote you a few days ago requesting maps, profiles, cross-sections, etc., for the Low line revision at Three Mile Creek, in connection with the Seufert-Deschutes River Section. We have received from Mr. Peck, a part of the information required, but in checking this information over, we find that we are still short cross-section notes for a part of the line between Station 1214 + 50 and 1218, also that for sections between Station 1186 and 1212, no center line elevations were given. Mr. Peck states in his letter that cross-sections for this line were submitted some time ago, but in checking the sections referred to against the notes submitted at this time, it appears that there are a very large number of discrepancies and the cross-sections submitted at that time do not check the profile.

We will also require to complete these plans, the Station number of the end of the pavement based upon the stationing for the revised alignment. On the plans submitted, it appears that alignment had been backed in ~~at~~ from Station 1223 + 00, but we are not entirely sure of this, as an equation shown in the cross-section notes reads as follows; 1223 + 00 low line equals 1203 + 00 low line.

In order to avoid any possibility of further confusion, we are returning to you all the information submitted by Mr. Peck, and would request that you have all of the items referred to straightened out before resubmission. Also, please have added the cross-section areas, excavation and embankment volumes, and classification of excavated quantities.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

[illegible]

BR/37

February 10, 1920.

File: 33GJ

Mr. C.C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir;

This is to call your attention to the fact that charges in connection with the survey of the Seufert-Deschutes Section are still being submitted under job prefix 33GA, whereas all charges in connection with this work should be submitted under prefix 33GJ.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

FORM 2A 2M-11-19

S. BENSON, PORTLAND, CHAIRMAN
R. [illegible] BOOTH, EUGENE
J. N. BURGESS, PENDLETON
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

33GA - Grade Crossing, Great Southern R.R.

The Dalles, Ore., Feb. 7, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Herewith are sketches showing the alignment, profile, and cross sections of the proposed grade crossing at the intersection of the Columbia River Highway and the Great Southern Railway in the vicinity of Seufert, Oregon.

Request that Mr. Devers be furnished with blue prints so that the application may be made for this crossing to the Public Service Commission without delay.

The Great Southern Railway operates one mixed train each way daily, although at times their line is out of commission for several days at a time, and they do not adhere very closely to their published schedules.

The crossing, while projected with a small angle of intersection, is visable in either direction from both the Highway and Railroad for a distance of over one thousand feet.

The existing grade crossing is approximately one thousand feet east of the one proposed.

I anticipate no difficulty in getting this crossing granted, but in case you need additional information or data, please advise.

Respectfully yours,

ANSWERED
S. H. Probert

C C Kelley
C. C. Kelley,
Division Engineer.

CCK:kl

3348

February 7, 1920

Subject: Seufert-Deschutes Section.

Mr. C. C. Kelley,
Division Engineer,
The Dalles, Oregon.

Dear Sir:

At the meeting of the State Highway Commission held on Friday, February 6th, after a conversation with Mr. Seufert it was decided to use the lower route through Mr. Seufert's property in the vicinity of the buildings. This will call for the bridge adjacent to the railroad track and plans for the shorter structure will of course be used. In conversation with Mr. Seufert this arrangement is satisfactory to him, although [redacted] he renewed his offer to pay $5000 toward the additional cost but stated that either route would be agreeable.

Yours truly,

Secretary.

Noted

RAK:LM

February 3, 1920.

File: 37 P. R.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of January 31st in regard to discrepancies in the Project Statement recently submitted for Federal Aid Project No. 37. The corrections referred to have been made and the statements will be returned to you immediately after the State Highway Commission meeting on February 5th, at which meeting the signatures of the Commissioners will be secured.

As regards the name of the creek which is crossed by our location near Seufert, will say that our field engineers advise that the local people call this the Three Mile Creek, although it would appear from maps of this vicinity that it might be either the Five Mile, the Eight Mile, or the Fifteen Mile creek. We are, therefore, making changes on our Project Statement, Project Statement map, and Bridge plans to make them consistent in regard to the name of this creek, using the name Three Mile Creek for this purpose. The Bridge plans are being returned to you today under separate cover, and we are enclosing herewith certain data sheets of your own which were apparently attached to your letter by mistake.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-RM

RECEIVED
FEB 3 1920

330A- Encroachments

The Dalles, Ore., Feb. 2, 1920.

Mr. S. Murray, Chief Engineer,
O. W. R. & N. Railroad,
1208 Wells Fargo Bldg.,
Portland, Oregon.

Dear Sir:

Replying to your letter to Mr. H. O. Bennett dated January 22nd, File 74-14-A, File 74-14-B, beg to inform you that it has been definitely decided to construct on the River Route between The Dalles and the Deschutes River, encroachments at Dillon and Big Eddy, covering proposed overhead construction and all other encroachments adjacent to your tracks ~~before~~ have been mapped, and the data is now available.

I am this day requesting the Salem office to supply you with this data.

Very truly yours,

C C Kelley

C. C. Kelley,
Division Engineer.

cc Mr. Herbert Nunn.

ANSWERED
S. H. Probert

FORM 2A 2M-11-19

S. BENSON, PORTLAND, CHAIRMAN
R. BOOTH, EUGENE
J. BURGESS, PENDLETON
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FEB 3 1920

33GA - Tracings, Canal Encroachment.

The Dalles, Ore., Feb. 2, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

On July 24, 1919, a full set of revised tracings showing right of way desired along the location of the Columbia River Highway through Government property along the Celilo Canal was sent to your office. Please inquire of Mr. Devers where these maps were placed, as they were referred to him for his use in taking up negotiations with the Government.

Blue prints of these tracings were apparently made at the Salem Office, for in later correspondence from the Government with this office they refer to blueprints of the encroachments received by them.

These tracings must still be in the possession of your office, as they were not held at either the Pendleton Office or this office. Please let me know as soon as you find these, and of anything that may be necessary to be done at this office.

Respectfully yours,

ANSWERED
S.H Probert

C C Kelley

C. C. Kelley,
Division Engineer.

HCI:kl

S. H. D. FORM 38 8-14-17

3

33√ 35√

STATE OF OREGON—HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

The Dalles Jan. 31, 1920

County of Wasco
Week from 26 to 31
Highway Col River
Number in party 3
Section Seufert [illegible]
Survey will be completed
Camp location
Mail address The Dalles

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

RECEIVED

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Jan 26 Waited [illegible] and [illegible] to return to The Dalles. Worked in office on [illegible] High line P.M.

" 27 Went to end of high line and [illegible] sta 427 to 434

" 28 [illegible] High line sta 434 to 454+38 [illegible] sta 442 to 454

" 29 Ran levels High line sta 390 to 442 [illegible] 442 to 454+38

" 30 Ran levels High line sta 2[illegible] to 390 [illegible] sta 395 to 442

" 31 Ran levels high line sta 390 to [illegible] 26+00

Signed [illegible]

Title Res. Engr

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A.37.

POST-OFFICE BUILDING
PORTLAND, OREGON

January 31, 1920.

RECEIVED
FEB 4 1920

State Highway Commission,
Salem,
Oregon.

Gentlemen:

In attempting to check up the project statement for Project No. 37, we find the following discrepancies:

The point of beginning is described as a point 2500 feet west of Five Mile Creek. On the sketch map this creek is called Eight Mile Creek. Five Mile Creek is probably correct.

In one of the copies of the project statement a 240 ft reenforced concrete bridge is estimated at $2,000.00, and in the other two copies the same bridge is estimated at $37,500.00. This discrepancy is apparently brought about by getting the items of protection to sand fills mixed with the bridge item in one of the copies, but at any rate, the three copies should agree. The above mentioned 240 ft reenforced concrete bridge is apparently the same as the 200 ft reenforced concrete bridge No. 308 for which plans have been approved by this office. Incidentally, the said plans designate the location af this bridge as Three Mile Creek, should apparently be Five Mile Creek.

Under separate cover the three copies of the project statement are returned for correction, as are also the drawings for the bridges. These drawings should show the project number, and the 200 ft concrete bridge should in addition give a correct designation of its location (Five Mile Creek?)

In the estimate, the extension of the item of common excavation is erroneous.

Yours very truly,

C H Purcell
District Engineer,

ANSWERED
S.H. Probert

January 27, 1920.

File: P.R. No. 37

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are sending you herewith a project statement requesting Federal Aid in connection with the grading of the Seufert-Deschutes River Section of the Columbia River Highway in Wasco County, Federal Aid Project No. 37. This statement has not yet been signed by the State Highway Commission, and we are submitting it with the request that you present the three copies of the Statement to the State Highway Commission for their signatures at their meeting on February 5th. We are handling this in this manner as otherwise, it would be necessary for us to hold up the submission of the statements until after the Commission meeting referred to.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

STATE Oregon

PROJECT No. 37
(Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) January 15, 1920

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Road Bonding Act, Chapter 175, Laws of 1917
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road Seufert-Deschutes River Section of Columbia River Highway
2. Located between town of Seufert and the Deschutes River, County of Wasco
3. Points of beginning and ending Begins 2500 ft. West of Three Mile Creek Crossing
Ends at Deschutes River Bridge
4. Length in miles (gross) 12.5 (net) 12.5

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

[illegible]

5. Miles of project used as post route None; miles not used as post route None

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

Project is important as connection between Eastern and Western Oregon which two sections are separated by the Cascade Mountain Range.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) A very important link in one of the most important state highways.

11. Improved roads adjacent or contiguous and type of each Connects at west end with paved highway into The Dalles. Connects at east end with section now under contract for grading.
(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (a) trucks 5, (b) passenger motor vehicles 30, and (c) horse-drawn vehicles 10

13. Local traffic, approximate average daily number of (a) trucks 2, (b) passenger motor vehicles 10, and (c) horse-drawn vehicles 10

14. Description and present condition of traveled way Heavy grades and poor alignment

8—4256

15. Proposed width of surfacing None; feet between ditches 20; approximate maximum gradient 5 per cent.

16. Proposed type of construction Standard grade and alignment

17. Location, nature, and extent of deposits of local materials suitable for use on this project

Good rock available at several points along route of project
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet

A. 200' Reinforced Concrete Bridge
(Designate each by the same distinguishing marks as on sketch map.)

B. 210' Railway Overcrossing

C. 160' Railway Overcrossing

19. State's share of cost of construction will be provided by State
(State or (and) county.)

20. Amount of funds which ~~are~~ will be available for construction: (a) State $152,556.00 and such additional funds as may be required to insure completion
(Amount.) (Source; refer to statute.)

(b) County None
(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by
(State or (and) county.)

from th

22.

Depart

23

of the

2

used

Bo

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

(*b*) Cou

21

from

22.

Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project Oregon standard formsof Contract and Contractor's Bond to be used

25. Reconnaissance estimate of cost of project:

Made by S. H. Probert Date January 14, 1920

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
15	Acres	Clearing & Grubbing	150	00	2,250	00
61,000	Cu. Yds.	Common Excavation		60	36,600	00
37,500	"	Intermediate Excavation		80	30,000	00
24,500	"	Solid Rock Excavation	2	50	61,250	00
180	Lin. Ft	Tunnel	70	00	12,600	00
90,000	Yd. Sta	Overhaul		05	4,500	00
800	Lin. Ft	12" Culvert Pipe	2	00	1,600	00
250	"	18" Culvert Pipe	3	25	812	50
220	"	24" Culvert Pipe	4	50	990	00
40	"	36" Culvert Pipe	6	50	260	00
600	Cu. Yds.	Rubble Masonry	16	00	9,600	00
2,000	Lin. Ft.	Wood Guard Fence	1	50	3,000	00
90	Cu. Yds.	Concrete	35	00	3,150	00
2,000	Lbs.	Metal Reinforcement		10	200	00
1	Only	200' Reinf. Conc. Bridge			37,500	00
1	"	210' Ry. Overcrossing			19,000	00
1	"	160' " "			15,000	00
		Protection Sand Fills			2,000	00
		Moving Bldgs.			500	00

Length, 12.5 miles.

Cost, $ 21,209.10 per mile.

Subtotal	$ 241,012.50
10% Engineering and Contingencies	24 101.25
Total	$ 265,113.75

This estimate approved by:

State Highway Engineer

(Title)

26. Amount of Federal aid desired $132,556.87

(State in lump sum or percentage, but not both.)

8—4250

27. Payment desired on completion or as work progresses As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of State of Oregon, Salem, Oregon

29. Additional remarks The State Highway Commission contemplates surfacing this entire project during 1920 season. Definite plans for this surfacing, however, have not yet been formulated

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

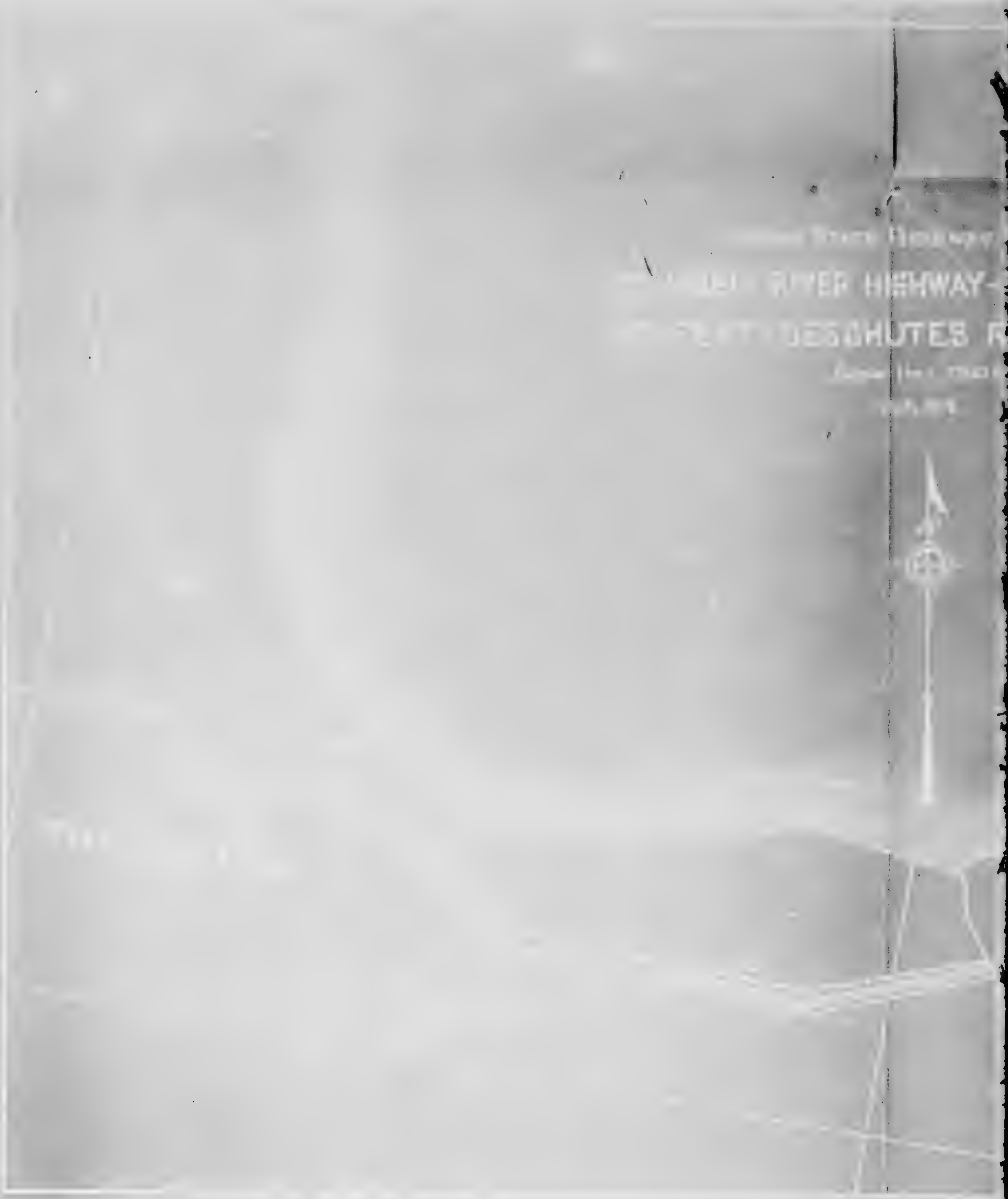
Chairman
(Title of officer.)

By

Commissioner
(Title of officer.)

By

Commissioner
(Title of officer.)


State Highway
RIVER HIGHWAY-
DESCHUTES R

R HIGHWAY
SCHUTES RIVER SECTION

23
26
36

CONTRACT#262,266,
360,

PR 41 Mayville-Thirty Mile Cr. 1920-1923

262, 266, 360

FORM 8A [illegible]

WILLIAM DUBY, BAKER, CHAIRMAN
VAN DUZER, PORTLAND
W. A. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

12M - Maintenance Work
File

PR-41

OREGON STATE HIGHWAY COMMISSION

SALEM

The Dalles, Oregon October 13, 1923

NOTED
R. A. K.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to your letter of October 9th, enclosing a copy of a letter from Mr. C. H. Purcell in regard to the maintenance of the Mayville Thirty Mile Section of the John Day Highway, Federal Aid Project No. 41. Please be advised that the contents of the same have been carefully noted and wish to state that this section is in a 100% better condition at the present than at any time since its completion and acceptance, due to the fact that I had considerable filler placed upon the same, which as stated in Mr. Purcell's letter, has greatly improved the condition of this road.

I also agree with Mr. Purcell's statement that this section has never been entirely satisfactory due to the large size of material permitted under the specifications, but the project is in fairly good shape and I think plenty good enough for the time being. With a little more filler put on in a few spots, this road will be, in my opinion, a satisfactory road for some time to come. This filler will be put on from time to time as required.

The travel on this road is not very heavy at the present time and while I think that in the near future it will be necessary to put a top course of two or three inches of fine material on the road bed, in other words, resurfacing it will be necessary. I do not think at this time the travel or the condition of the road would warrant this expense. With proper maintenance, I think that this section will not need resurfacing, as suggested, for at least a couple of years. In fact the road is really in very good condition considering the material used in the construction.

In regard to some of the side ditches being filled with rock from the Talus Slope, this is just ordinary maintenance work which is of course being taken care of from time to time as the ditches require cleaning out.

Yours very truly,

C. W. Wanzer

C. W. Wanzer,
Division Engineer.

RECEIVED
OCT 15 1923

CWW.vc

October 9, 1925.

Mr. O. W. Wanser,
Division Engineer,
The Dalles, Oregon.

PR #41

Dear Sir:

Would be pleased to have you comment on the attached letter from the Bureau of Public Roads in the matter of maintenance of the Mayville-Thirtymile project, Federal Aid Project No. 41.

Very truly yours,

State Highway Engineer.

RAK:LM

1 Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
OCT [illegible] 1923

October 5, 1923.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir: In. Re. Maintenance-Mayville-30 mile.

In a recent maintenance inspection report covering Oregon F.A. project No. 41 is the following comment on the condition of the surfacing:

> "Earth filler has been put on the road and has greatly improved the surface, but in many places it has worn through to the talus base. In order to maintain the road in a really satisfactory condition it will be necessary to provide a top course of screenings at least 2" thick."

It is also noted that there are some side ditches which have become filled with rock from the talus slopes.

The surfacing on this project has never proven entirely satisfactory due principally to the large size of material permitted under the specifications. The surfacing was only 4" thick on a talus sub-base, and has now been spread out by traffic and blading until it barely covers the sub-base in many places.

We believe that provision should be made for providing additional surfacing of finely crushed rock as soon as possible.

Very truly yours,

C. H. Purcell,
District Engineer.

PR
X

April 20th, 1922.

American Surety Company of New York,
c/o Mr. Wm. J. Lyons, Resident Agent,
600-601 Yeon Bldg.,
Portland, Oregon.

Dear Sir:

In response to your letter of yesterday relative to the date of final acceptance by the Highway Commission on the Hauser Construction Company's contract for surfacing the Mayville - Thirty Mile Creek Section, you will please be advised that this date is November 15th, 1921. Final payment was made for this work on December 17th, 1921 in amount $50,740.97.

Very truly yours,

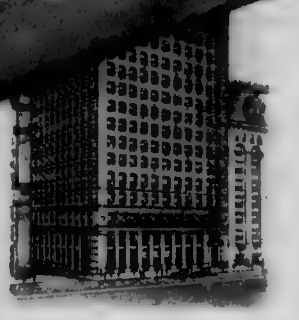
OREGON STATE HIGHWAY COMMISSION.

by

Secretary.

Dict.by E.T.Saunders.

American Surety Company
of New York.
Capital $5,000,000.



Company's
Home Office Building.

F. W. Lafrentz, President

LOCAL BOARD
WILLIAM M. LADD, RES. VICE PRES.
JOHN TWOHY

WM. C. BRISTOL, COUNSEL

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE
SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON
600-601 YEON BUILDING
TELEPHONE MARSHALL 116

PORTLAND, ORE., April 19, 1922.

RECEIVED
APR 20 1922
OREGON
COMMISSION

511399-A - Hauser Construction Company.

Mr. R. A. Klein, Secretary,
State Highway Commission,
Salem, Oregon.

Dear Sir:-

We would appreciate your advising date of acceptance of contract of Hauser Construction Company for surfacing 6.9 miles Mayville-Thirty-mile Creek Section of the John Day River Highway in Gilliam County, on Contract No. 360 awarded April 22, 1921.

Yours very truly,

W A King

WAK/T.

Assistant Manager.

P.C. #1

GILLIAM COUNTY, OREGON
OFFICE OF
MYRTLE FERGUSON
TREASURER

CONDON, OREGON

FEB 18 1922

Feb. 16, 1922.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

I am enclosing you a draft for $50,000.00 covering Gilliam Co. part of the John Day Highway which you telegraphed for yesterday.

Yours truly
Myrtle Ferguson
County Treasurer

[illegible]

Apply on Mayville Thirty Mile job

RAK

HAUSER CONSTRUCTION COMPANY
E[illegible]ERS - GENERAL CONTRACT[illegible]
507 HENRY BUILDING
PORTLAND, OREGON

December
Twenty-Three
1921

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

As per your request of December 21st we enclose herewith final estimate on the Mayville - Thirty Mile Creek surfacing job together with a letter from the American Surety Company, containing their consent for final payment for work on this job.

Yours very truly,

HAUSER CONSTRUCTION COMPANY
E S Farrand
E.S.FARRAND.

ESF M
ENCS.

RECEIVED
DEC 24 1921
STATE HIGHWAY ENGINEER

(See back of this sheet for instructions and detailed information.)

Title [illegible]

Form No. 39.

B.Y.

O[illegible]N STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Date Nov. 19th, 1921

Job Name Mayville-Thirty Mile Surfacing

Week from Nov. 12 to Nov. 19

Mail Address Condon, Ore

Highway John Day

Telegraph or Telephone Address " "

County Gilliam Job Prefix 11-P.B2

Express and Freight Address " "

NOV 28 1921
STATE HIGHWAY ENGINEER

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Weather, Stormy, snow flurries all week 8" fell Saturday.

Job completed Nov. 15th except cleaning up the line, such as removal of plant camp repair to fences. This will be done on completion of the market road and the maintenance material.

I will forward the final records November 21st.

This section opened for travel November 16th, The Fossil Stage Co. inform me that the opening of this section shortens their time between Fossil and Condon, thirty minutes.

Mr. Scott and Mr. Wanzer, inspect Job November 13th.

CCK
J. H. SCOTT

Signed F. K. Getten

Title Res. Eng.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked 1

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.9

Miles completed 6.9

Miles partially done ——

Average daily yardage placed this week ——

Average daily yardage necessary to complete on time ——

Contractor's average force for week 12 *men,*

.... *teams,* 3 *trucks*

Percentage of total required yardage now in place 107.

Surfacing ~~will be~~ completed ~~about~~ Nov. 15

Number men in Engineering Party 4

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 11-PB2 *Percentage* 50

Other jobs 11-GG *Percentage* 50

Other jobs 11-WB *Percentage* ....

Other jobs 11-VV.A *Percentage* ....

Nov. 1, 1921

Mr. F. K. Gettins,
Resident Engineer,
Condon, Ore.

File PR-41

Dear Sir;

In checking over the final data submitted by you in support of your final estimate for the grading of the Mayville-Thirtymile Creek Section, we note two instances of very uneconomical distribution of material.

At Station 236 you show 1,288 cu yds of waste, while at Station 238 you show 2,289 cu yds of borrow; at Station 174 you show 1,112 cu yds of waste and at Station 164, 1,008 cu yds of borrow.

We presume that this borrowing and wasting was performed by the contractor without your consent and if this was the case, it would be in accord with our general practice to compute payment to the contractor on the economic haul basis. We have accordingly had prepared mass diagrams for the sections of line involved and these mass diagrams and the final construction profile are going forward to you today.

We would be pleased to have you look these over and advise us at once as to whether in your opinion the contractor is entitled to allowance in excess of that called for by the more economical haul distribution as shown on the mass diagrams. If, in your opinion, the contractor is entitled to full payment for all materials borrowed, please give us a complete explanation of the considerations involved.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:EEK
CC to J. H. Scott.

September 29, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Your favor of September 15th regarding the surfacing on Federal Aid Project No. 41, Mayville-Thirtymile Section, is noted.

It was not the intention to entirely omit binder on the materials now in place but to add the filler when the fall rains set in. We have observed that when materials were laid dry and sufficient binder is used to set up the stone, that the road corrugates badly under summer traffic, and unless the best of binder materials are selected, the road muds up under winter traffic.

For this reason we preferred to add the binder when there was a sufficient natural moisture. We point out as an example, the John Day River-Blalock Section of the John Day River Highway, Oregon Federal Aid Project No. 34, where binder was used in the top course and corrugations have developed despite constant dragging.

However, the recommendations contained in your letter will be complied with.

Respectfully,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:IM

cc. M. J. H. Scott, Division Engineer, The Dalles, Oregon.

REFERRED TO Kelly
BY H. N.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. I.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F. A. 41

RECEIVED
SEP 17 1921
STATE HIGHWAY ENGINEER

September 15, 1921

State Highway Commission,

Salem, Oregon.

Gentlemen:

Herewith a copy of a recent inspection report on Oregon F. A. project No. 41.

Under date of August 23, 1921, we forwarded to your office a copy of the last previous inspection report together with a letter recommending that the filler be added as suggested in the report.

Under date of August 29 we received from your division office at the Dalles a letter stating that a filler of screenings or sand, or both, would be added as requested.

If we are correctly informed this order has now been recinded so far as it applies to surfacing now in place and a different method of construction adopted for the remaining portions of the project. The plan proposed for completing the surfacing contract meets with our approval, but we are convinced that it is a mistake to omit the sand filler from the surfacing now in place. The North end of the project was surfaced in July and so far has failed to compact under traffic. In places the ruts have gone completely through to the sub-base and there is little reason to believe that there will be any great improvement, even with the advantage of winter moisture, without the addition of binder.

As it will not be possible for us to final the project until it is in a satisfactory condition, we would recommend that you have the sand filler applied as previously agreed upon and the entire project then covered with a light course of screenings as a wearing surface. This will insure a satisfactory job upon its completion and enable us to pass the final voucher.

Yours truly,

District Engineer

U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

IVE
SEP 17 1921

State Oregon
Project No. 41
District No. 1

Made to District Engineer, September 15, 1921

Scratch all but one: ~~Preliminary~~ ~~P. S. & E.~~ Construction ~~Maintenance~~

Inspection Report on John Day Highway Mayville-Thirty Mile Creek Project

County of Gilliam

Date of Inspection September 13, 1921

Made by A. F. Morris

Title Highway Engineer

8—4413

Inspection Made with F. K. Gettins, Resident Engineer, State Highway Department.

Project Consists of 6.9 miles of grading and surfacing.

Equipment Not Previously Reported Consists of 3 rock trucks and 1 service truck.

Working Force: 17 men.

Work in Progress: Surfacing at station 45 and station 203.

Work Done to Date:

Grading -	Complete	
Structures -	Completed. Guard fence completed. Total 3824 lin. ft.	
Surfacing -	Station 364 plus 02	to station 203
	Station 200	to station 173
	Station 119	to 107
	Station 70	to 54
	Station 39	to 00 plus 00

Total crushed rock, 5086 cubic yards.

Fully completed road, None

Per cent of Project Completed, 92%.

Rate of Progress, fair. Project should be completed by October 1.

Recommendations and Remarks.-

About 5 miles of the project has now been covered with crushed stone surfacing.

As mentioned in the last previous report the first mile laid was not quite up to the specification requirements as to grading on account of screening out too much of the fine material for maintenance stock supplies, but the contractor had agreed to add additional screenings to bring it up to standard. On the remaining 4 miles now spread, through improvements in installation and operation of the plant, the product is as good as can be secured under the specifications, but has not compacted well under traffic. It had been arranged through the State Highway Department to add sand filler and to roll the stone thus insuring a satisfactory job, but a day or two previous to this inspection, the Assistant State Highway Engineer had visited the job, and I am informed that he issued orders that no sand filler be used on the portions of the project now surfaced. On the remaining portions he directed that the method of construction be changed by seggregating the crusher product into two sizes and laying in two courses, the base to consist of a layer approximately 3 inches thick of stone crushed to a maximum size of 1-1/2 inch, filled with sand and rolled. The top course of approximately 1 inch thickness to consist of screenings passing a 3/4 inch screen.

The plan proposed for surfacing the remainder of the project appears entirely satisfactory, but the omission of the sand filler from the stone now in place is, in my judgment, inadvisable and we should insist that it be applied in sufficient quantity to fill existing voids and the surfacing thoroughly rolled as previously agreed upon by engineers of the Bureau and of the State Highway Department. After having been filled and rolled a light course of screenings should be applied.

Photographs.- Attached.

EGON STATE HIGHWAY DEPARTMEN

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 24th, 1921

Job Name Mayville - Thirty Mile Surfacing

Week from Sept 17 to Sept 24

Mail Address Condon Oregon

Highway John Day

Telegraph or Telephone Address " "

County Gilliam Job Prefix 11-PB2

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Weather Fair

Surfacing 90% Complete Sta. 0+00 — 83+00
" " " Sta. 83+00 — 97+00 base only
" " " " 107+00 — 119+00
" " " " 144+00 — 200+00
" " " 203+00 — 264+02
" " "

Good progress Made this Week.

Work will be completed Oct. 10th

STATE ENG.

NOTED
J. H. SCOTT

Signed H. K. Gettins

Title Res. Eng

(See back of this sheet for instructions and detailed information.)

66

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*
.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 69

Miles completed 62

Miles partially done 7

Average daily yardage placed this week 161

Average daily yardage necessary to complete on time 37

Contractor's average force for week 16 *men,*
1 *teams,* 5 *trucks*

Percentage of total required yardage now in place 85

Surfacing will be completed about Oct. 10

Number men in Engineering Party 4 -

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*
.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 11-P.B.2 **Percentage** 33

Other jobs GG **Percentage** 67

Other jobs .... **Percentage** ....

Other jobs .... **Percentage** ....

SURVEYED
Total mileage at section to be surveyed
Miles of preliminary staked
Miles of location staked
Per cent of field work complete
Per cent of office work complete
er cent of days worked on this project
rtly

STRUCTION

PACIFIC TELEGRAM

CLASS OF SERVICE

TELEGRAM			
DAY LETTER	SYMBOL DAY L		
NIGHT MESSAGE	SYMBOL NITE		
NIGHT LETTER	SYMBOL N L		

IF NONE OF THE THREE SYMBOLS SHOWN ABOVE APPEARS AFTER THE CHECK (NUMBER OF WORDS) THIS IS A DAY TELEGRAM. OTHERWISE ITS CHARACTER IS INDICATED BY THE SYMBOL APPEARING AFTER THE CHECK.

10 Col

RECEIVED AT
5-20 RX

Condon Ore 1042a
9-21-21

Herbert Nunn
Salem Ore

funds mayville job forwarded express your office last week

F K Getter
1145a

NOTED
J. H. SCOTT

Signed F K Getter
Title Res. Eng.

(See back of this sheet for instructions and detailed information.)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 18, 1922

Job Name Mayville - Thirty Mile Surfacing

Week from Sept 10 to Sept 17

Mail Address Condon

Highway John Day

Telegraph or Telephone Address " "

County Gilliam Job Prefix 11PB2

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Weather Cool + Clear.

Surfacing 90% completed Sta. 0+00 - 70+00
" " " " 77+00 - 83+00
" " " " 107 - 119+00
" " " 153 - 200+00
" " " 203 - 264+02

Average run (daily) for Week 158 Cu Yds

Mr Morris. Federal inspector visited job September 13th.

Good progress.

NOTED
J. H. SCOTT

Signed F K Getter

Title Res. Eng.

(See back of this sheet for instructions and detailed information.)

FIELD ENGINEER'S

OREGON STATE HIGHWAY

Job Name Maxville

Highway

County

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 6.9

Miles completed 5

Miles partially done 0.64

Average daily yardage placed this week 158

Average daily yardage necessary to complete on time 78

Contractor's average force for week 16 *men,*

.... *teams,* 4 *trucks*

Percentage of total required yardage now in place 63%

Surfacing will be completed about Oct. 10

Number men in Engineering Party 4

INSTRUCTIONS

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.)

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 11-PB2 **Percentage** 20

Other jobs 11-GG **Percentage** 80

Other jobs .... **Percentage** ....

Other jobs .... **Percentage** ....

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 11th, 1921

Job Name Mayville-Thirty Mile Surfacing
Week from Sept. 3 to Sept 10
Mail Address Condon, Ore
Highway John Day
Telegraph or Telephone Address
County Gilliam Job Prefix 11-PB2
Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Weather Clear Warm.

Surfacing 90% complete Sta 0+00 — 39+00
" " " " 70+00 - 61+00
" " " " 107+0 - 119+00
" " " 182+00-200+00
" " " 203+00-364+042

Average run for week (daily) 156 Yds.

Crushing plant shows decided improvement since arrival of new superintendent

Mr Kelley and Mr Scott inspected work Sept 10th

APPROVED
SEP 1[illegible] 1921
DIVISION ENGINEER

Signed F K Gettins
Title Res Eng

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week ....*men,*

............*teams,* ....*steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project $6^{\underline{9}}$

Miles completed 4½

Miles partially done ....

Average daily yardage placed this week 152

Average daily yardage necessary to complete on time 54

Contractor's average force for week 15 *men,*

............*teams,* 4 *trucks*

Percentage of total required yardage now in place 66

Surfacing will be completed about 10th Oct.

Number men in Engineering Party 4

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.)

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week ....*men,*

............*teams,* ....*trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 11-PB2 *Percentage* 30

Other jobs .... *Percentage* 70

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

PG X1

Sept. 7, 1921

Copenhagen Brothers,
503 Henery Bldg.,
Portland, Oregon.

File

Gentlemen;

We are in receipt of your letter of the 6th inst regarding retained estimates on the Mayville-Thirtymile Creek Section.

On account of the discrepancies in the final notes it was necessary to send these back to our field engineer for additional information. We expect their return at any time now, and final payment will be expedited as much as possible.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer.

Dic. by J. W. DeSouza.
KTM

COPENHAGEN BROTHERS
GENERAL CONTRACTORS
PORTLAND, OREGON

Sept 6th 1921

Herbert Nunn
Highway Engineer
Salem Oregon;

PR#41

Dear Sir;

We still have some retained estimates coming on the Mayville Thirty Mile job. We would appreciate if we could get this.

Respt Yours
Copenhagen Bros Co.
Henry Copenhagen

Final estimate completed
[illegible] $3116.12

PR
41

Sept. 6, 1921

Hauser Construction Co.,
507 Hemery Bldg.,
Portland, Oregon.

File

Gentlemen

Receipt is acknowledged of your letter of the 5th inst making inquiry regarding final settlement for grading the Mayville-Thirtymile Creek Section of the John Day River Highway in Gilliam County.

Final payment has not yet been made on this project and the final notes are now being checked preparatory to making final payment. At the present time we are holding a retained percentage amounting to $3,110.12.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer.

Dic. by J. W. DeSouza,

ETH

-PRESIDENT
KENNETH D. HAUSER, SECRETARY

AUSER CONSTRUCTION COMPANY
ENGINEERS – GENERAL CONTRACTORS
507 HENRY BUILDING
PORTLAND, OREGON

Sept. 5th, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you please advise us if Copenhagen Bros. Co. has received check in final settlement for work done on Grading the Mayville-Thirty Mile Creek Section of the John Day River Highway.

We were sub-contractors for a considerable portion of this work and are therefore interested in the final settlement.

Yours truly,

HAUSER CONSTRUCTION COMPANY.

ESF:R.

E. S. Farnand.

RECEIVED
SEP 5 1921
STATE HIGHWAY ENGINEER

Rd [illegible]

[illegible]

11PB1 - Filler.
File 25.

The Dalles, Ore., Aug. 29, 1921.

Mr. C. H. Purcell, Dist. Engr.,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

NOTED
H.N.

Dear Sir:

Reference is made to a recent inspection report of Oregon Federal Aid Project No. 41, Mayville-Thirty Mile Section. This report states that there is not a sufficient amount of material to properly bind the stone. There will be some more screenings added to this section to which you refer, and in case this is not sufficient, before these screenings are added a sand filler or binder will be placed. We are shortly sending up a State truck to take sand from a pit about one mile south of Condon for use as filler on the job north of Condon. We will either use this truck while it is not required on the Condon North job, or have the contractor place the sand filler on the Mayville-Thirty Mile job.

Respectfully yours,

J. H. Scott,
Division Engineer.

JHS:kl

cc Salem.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No......

POST OFFICE BUILDING,
PORTLAND, OREG.

August 23, 1921.

PR#41

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Herewith copy of a recent inspection report on Oregon Federal Aid project No. 41.

It appears that the surfacing which has been placed to date does not contain a sufficient amount of fine material to properly bind the stone. From the results secured through the use of sand filler in the base course of talus rock, this condition can no doubt be overcome by using the same filler in the top course wherever a sufficient amount of screenings is not available.

Yours very truly,

District Engineer.

[illegible] 23 1921
[illegible] ENGINEER

Oregon
41
One

District Engineer, Portland, Oregon. August 19, 1921.
xxxxxxxxxx
xxxxxxxxxx

xxxxxxxxxx

John Day Hwy., Mayville-Condon

Gilliam

August 16, 1921. A. F. Morris

Highway Engineer.

Inspection made with F. K. Gettins, Res. Engineer, State Highway Dept.

Project consists of 6.9 miles of grading and surfacing.

Equipment unchanged except for improvements in crushing plant.

Working force:- 15 men.

Work in progress:- Building guard fence Station 186 to 190 and re-modeling crushing plant.

Work done to date:-

Grading completed.
Structures completed except for guard fence; posts have been set for 2,000 feet of fence.
Surfacing:- Sta. 269 to 364 and Sta. 107 to 116; 2,280 cu.yds.
Fully completed road:- None.
Project 85% completed.

Quality of work:- Fair.

Rate of progress:- Very slow, owing to poor management and improper plant installation. The plant is now being overhauled and a jaw crusher installed in place of the worn out gyratory previously in use.

The 1½" screen has been lengthened and a belt conveyor installed to return oversize material to the crusher. The plant is now turning out a much more satisfactory grade of material than at first. The first mile laid will require more screenings and all the material in place will require some additional filler, either screenings of sand. The Engineer has agreed to add whatever filler may be necessary to make the road satisfactory.

Photographs:- Attached.

Copy for State Highway Department

~~WASHINGTON~~ [illegible]GON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO 3-1.

AUG 18 1921

August 8, 1921.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

(Thru Dr. L. I. Hewes, Deputy Chief Engineer, 883 Mills Bldg., San Francisco, Cal.)

The **modified** project agreement and certificate to cover **Oregon** project No. **41** have been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By
Assistant in Road Management.

Enclosures.

lcb-fm

MODIFICATION OF PROJECT AGREEMENT.

WHEREAS, by that certain project agreement signed on September 15, 1920, by the State Highway Commission of Oregon, and on August 24, 1920, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain rural post road described therein and designated as Oregon project No. 41; and

WHEREAS, it is found that the cost of said project will be less than the estimate approved therefor, and by reason thereof the said State Highway Commission of Oregon has requested that the total estimated cost approved for said project be reduced from $180,158.00 to $158,727.25 and that the Federal funds approved and set aside to the credit of the project be reduced from $90,079.00 to $79,363.62.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of Seventy-nine thousand, three hundred and sixty-three and 62/100 dollars ($79,363.62) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof,"

Form No. PR. 3

Article IV shall read:

> "Article IV. The United States pro rata share of the cost of said project shall not in any event exceed (a) the said sum of Seventy-nine thousand, three hundred and sixty-three and 62/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of One hundred and fifty-eight thousand, seven hundred and twenty-seven and 25/100 dollars, the approved total estimated cost of said project, nor (b) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Department on the 8th day of July, 1921, and the Secretary on the 22nd day of June, 1921.

State Highway Commission.

By ______________________
Member.

By W. B. Burnett
Member.

By ______________________
Member.

E D Ball
Acting Secretary of Agriculture.

of Plans, Specific[illegible] and Estimates,
er Oregon Federal Aid pr[illegible] No. 41).

Form No. PR. 8

D STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

TIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 0/0 at Mayville and survey station 544/32 at Thirty Mile Creek locally known as John Day River Highway, Mayville-Thirty Mile Creek Section, Gilliam County and designated in the records of this Department as Project No. 41, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $158,727.25 in lieu of the $[illegible] approved by certificate of August 24, 1920, as the total estimated cost of said project, and the sum of $79,363.62½ as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 22nd day of June one thousand nine hundred and Twenty-one, as witness my hand and the seal of the Department of Agriculture.

E W Ball
Acting Secretary of Agriculture.

August 2, 1921.

P.R. 41

Copenhagen Bros. Co.,
503 Henry Building,
Portland, Oregon.

Gentlemen:

I am returning to you herewith, as requested, Gilliam County warrants No. 2506, in amount $600.00, and No. 2507, in amount $1126.10, both warrants dated December 30, 1920.

I regret that we are unable to handle these through the State Treasurer as has been our previous custom, on account of some restrictions which were passed at the last session of the legislature.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:HI

GEN BROTHERS
GENERAL CONTRACTORS
PORTLAND, OREGON

RECEIVED
JUL 18 1921
STATE HIGHWAY ENGINEER

July 18th 1921

Herbert Nunn
State Highway Engineer
Salem Oregon;

ATTENTION ROY KLEIN

Dear Sir,

Enclosed you will find Gilliam County Warrants Nos 2506 and 2507 which we received form Gilliam County for labor and material furnished on the Mayville Thirty Mile Section of the John Day Highway.

These Warrants are not paid at this time for want of funds, Will or can you arrange so that we will be able to realize cash on these.

Very Truly Yours
Copenhagen Bros Co.
Harry Copenhagen.

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 30th, 1921

Job Name Broken Stone Surfacing John Day River-Blalock Section

Week from July 23rd to July 30th

Highway Columbia River.

Mail Address Quinton, Ore.

Telegraph or Telephone Address Quinton, Ore

County Gilliam

Job Prefix 11PA1

Express and Freight Address Quinton, Ore.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractors force engaged in finishing the surfacing, wrecking and loading Plant and equipment.

Engineers Force - Inspecting and supervising finishing, making final re-check on distribution record, Blowsand Sections, Masonry Wall sections and all final records. Mailed same to Division Office.

OK

APPROVED
AUG 1 1921
DIVISION ENGINEER

NOTED
H. B. GLAISYER

Signed C. C. Seeley.

Title Res. Eng'r.

(See back of this sheet for instructions and detailed information.)

Form No. 89.

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 14,94

Miles completed 14,94

Miles partially done —

Average daily yardage placed this week —

Average daily yardage necessary to complete on time —

Contractor's average force for week 20 *men,*

5 *teams,* no *trucks*

Percentage of total required yardage now in place 100%

Surfacing ~~will be completed about~~ is completed

Number men in Engineering Party Res Eng & 2 men

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 17, 1921

Job Name Deschutes Co Line—Prineville.

Week from July 11 to July 17

Mail Address Prineville-Ore. Box 27

Highway McKenzie.

Telegraph or Telephone Address Black 541

County Crook Job Prefix 7PB

Express and Freight Address Prineville, Ore.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

One man 4 days on final records which are 75% complete. Semi-final estimate sent in.

APPROVED
JUL 19 1921
J H Scott
DIVISION ENGINEER

Signed C. W. Woodruff.

Title Res. Engr.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week ....men,

..........teams, ...steam shovels

Grading work will be completed about Completed

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed ....

Miles partially done ....

Average daily yardage placed this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week ....men,

..........teams, ...trucks

Percentage of total required yardage now in place ....

Surfacing will be completed about ....

Number men in Engineering Party completed

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week ....men,

..........teams, ...trucks

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 7PB Percentage 9.5%

Other jobs 7GA Percentage 16.5%

Other jobs 7GB Percentage 74.0%

Other jobs .... Percentage ....

July 12, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

I am returning to you herewith supplementary modified agreement for Oregon project No. 41.

This has been signed by two members of the Commission, the third member being absent. The Oregon law provides that the signatures of two commissioners is binding upon the full Commission therefore I presume that the signatures of the two commissioners will be sufficient.

After approval by the Secretary of Agriculture we would be pleased to have you return one copy for our files as has been your previously custom.

Yours very truly,

Secretary.

RAK:LM
Encls.

July 6, 1921

Mr. R. A. Booth, Chairman,
State Highway Commission,
c/o Booth-Kelley Lumber Co.,
Eugene, Oregon.

Dear Mr. Booth:

Please find attached modification of project agreement for Oregon Project No. 41. This is the Mayville-Thirtymile Creek project in Gilliam County, and the modification is made because of a reduction from the original estimated cost, thereby reducing the Federal funds required, from $90,079.00 to $79,163.41.

This project is being paid for 50% by the county and 50% by the Government.

Very truly yours,

Secretary.

RAK:LM

P.S. Will you please forward this to Mr. Barratt for his approval also?

June 28, 1921

Copenhagen Bros,
1121 Yeon Bldg.,
Portland, Oregon.

File Mayville-Thirty Mile Creek
PR #41

Gentlemen:

In compliance with the request made by you over the phone today, we are listing below the quantities of work performed between stations 317 + 00 and 329 + 00 as shown upon the final estimate submitted by Resident Engineer Gettins. These quantities are subject to revision before final payment to contracter in case errors are found in Mr. Gettins computations.

Station to Station		Cu Yds Common	Cu Yds Solid Rock	Yd Sta Overhead
317 + 92 to 329 + 00	Roadbed	2,977.6	302.6	1,960.0
" " "	Ditches	37.6	2.7	-
" " "	Rip Rap	-	-	-
318 + 39 " 320 + 76	Channel Change	309.2	-	-
317 + 92 " 329 + 00	Borrow	1,115.0	-	-
317 + 35	Cattle Pass			
320 + 00	Cattle Pass	139.2	7.3	-
328 + 30	Culvert	8.5	-	-
Totals 317 + 92 to 329 + 00		4,587.10	312.6	1,960.00

In addition to the excavation and overhaul quantities given in the above table, the estimate includes 40.6 cubic yards of Rip Rap between Stations 317 + 92 and 329 + 00, 24 lin ft of 12" Corr Iron Culvert Pipe at Station 328 + 30, and 5,644 FBM of Lumber and Timber in the cattle pass at Station 320.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:[illegible]

PR x1

June 21, 1921

Mr. F. K. Gettins,
Resident Engineer,
Condon, Oregon.

Dear Sir:

We are returning, by express, for correction, notes, plotted cross-section computation sheets, and mass diagram, on the Mayville-Thirtymile Creek Section. We are sending with this, four sheets of notation on this job. Please go over these sheets when making corrections and clear up any questions you find there.

You will note on your mass diagram a reference to the state standard method of working up this data and also to the mass diagram we have made of part of Job 11 DC.

Please get up a new mass diagram, using the method referred to in our letter on Job 11 DC.

Make out a new Estimate, using the corrected quantities where you check them and your quantities where you do not check the corrections, being sure to send data to support your figures.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by
M.H. Woodford
MB

PR
41

June 9, 1921

M. M. & Ford & Carl Hendricks,
Fossil, Ore.

Gentlemen:

Complying with your reuqest of June 5th., I am sending you by today's mail a certified copy of the contract and bond executed by Copenhagen Brothers and the State Highway Commission for highway construction work on the Mayville-Thirty Mile Section of the John Day Highway.

Yours truly,

JMD:AP Assistant Attorney General.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. I

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST-OFFICE BUILDING
PORTLAND, OREGON

June 8, 1921.

[illegible]
JUN 9 1921
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem, Oregon.

Gentlemen:-

The Chief Engineer has recommended that the project agreement on Oregon Federal Aid project No. 41 be amended, changing the total estimated cost from $180,158.00 to $158,727.25 and the Federal Aid from $90,079.00 to $79,363.62.

Enclosed is a copy of the estimate which will be used as the basis of the modified agreement.

Yours very truly,

T. M. Davis
Acting District Engineer.

H. H. & FORD & CARL HENDRICKS
ATTORNEYS - AT - LAW
FOSSIL, OREGON

June 5th 1921.

State of Oregon,
Legal Department,
Salem Oregon.

Attention Mr. J.M.Devers

Gentlemen:

Enclosed please find affidavit of C.C.Chapman who has a claim for materials against Copenhagen Bros on the Mayville Thirty mile section of the JohnDay Highway. Please send the copy of the contract and bond to us for Mr. Chapman and oblige.

Yours truly,

H.H.& Ford & Carl Hendricks

By Ford Hendricks.

P R 41

State of Oregon,

County of Wheeler--SS.

I, C.C.Chapman, being first duly sworn depose and say that I furnished lumber for Copenhagen Brothers which was used by them in the Construction of the John Day Highway on the Mayville-Thirty-Mile Creek section thereof and that the same was furnished at the request of said Copenhagen Brothers, and sold and delivered to them on the said section of road and that the balance still due and owing thereon for said materials furnished for the construction amounts to the sum of $657.53 the same being the agreed price therefor and no part of which balance has been paid. I make this affidavit under section 6719 Olsens Oregon Laws for the purpose of procuring a certified copy of the contract and bond covering said section of road.

C.C.Chapman

Subscribed and sworn to before me this 4th day of June 1921.

Fred Hendrick.

Notary Public for Oregon my commission expires May 26 1923.

June 3, 1921

Ford Hendricks, Att'y.,
Fossil, Ore.

Dear Sir:

Your letter of May 31st., addressed to the State Highway Commission with reference to the bond given by Copenhagen Brothers in connection with their contract for the construction of the Mayville-30 Mile Section of the John Day Highway, and also the bond given in connection with their contract for the construction of the Butte Creek Section of the John Day Highway has been handed to me for reply.

Your attention is directed to Section 6719, Oregon Laws, and you are advised that if the parties interested in these two jobs will comply with the provisions of the above section I will see that copies of the bonds are furnished to you.

Yours very truly,

JD:AF

Assistant Attorney General.

H. H. & FORD & CARL HENDRICKS
ATTORNEYS - AT - LAW
FOSSIL, OREGON

May 31st 1921.

RECEIVED
JUN 3 1921
STATE HIGHWAY ENGINEER

Oregon State Highway Commission
Salem Oregon.

Gentlemen:

We are anxious to obtain a copy of the bond given by the United States Fidelity and Guaranty Co, re Copenhagen Bros on the Mayville- Thirty-mile section of the John Day Highway.

Also a copy of the Bond on the Butte Creek Section of the JohnDay highway under the Copenhagen Brothers contract from Fossil to the head of Butte Creek. Please let us know what it will cost to obtain these copies, and oblige.

Yours truly,
H.H.& Ford & Carl Hendricks
By Ford Hendricks.

May 25, 1921

Copenhagen Bros.,
505 Henry Bldg.,
Portland, Oregon.

File

PR#41

Gentlemen:

This will advise that the checking of the field records for the Mayville-Thirtymile Creek work has just been commenced and will not be completed within three or four weeks. If it is found necessary to refer back to the Resident Engineer for confirmation of corrections, a still longer time may be required.

Final payment cannot be made until this check of quantities has been fully completed.

You will note that we have already released all but 5% on this work, and that we now have retained less than $5,000.00.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

CHP:ET

REFERRED TO [illegible]
BY H. N.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No......

POST OFFICE BUILDING,
PORTLAND, OREG.

May 23, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Enclosed herewith two copies of a recent inspection report on Oregon Federal Aid project No. 41, the extra copy being for the information of your engineer, Mr. Gettins.

You will please note especially the comment on the possibilities of an excess of dirt in the screenings. The talus is quite clean for about four feet in depth but below that there is apparently an excess of dirt which has washed in from the top, so that it will be necessary to avoid going too deep in the slide, or to provide a dust jacket for the 3/4" screen. Otherwise the screenings course may consist principally of dirt binder.

Very truly yours,

C J McKesson
Acting District Engineer.

Copies to
Scott + Gettins
[illegible]

Oregon
41
One

District Engineer, Portland, Oregon. May 23, 1921.
xxxxxxxxxxx
xxxxxxxxxx
John Day Hwy., Mayville-Condon
xxxxxxxxxxxx
Gilliam

Mau 20, 1921. A. F. Morris

Highway Engineer.

Inspection made with Transitman Fredericks of the State Highway Dept.

Project consists of 6.9 miles of grading and crushed rock surfacing.

Surfacing Equipment:- One ten ton gasoline roller, one blade grader, one steam ~~roller~~ shovel, camp for 30 men, also six trucks enroute.

Working force:- 12 men and one team installing crushing plant.

Work in progress:- Assembling rock crushing plant at Sta. 200.

Work done to date:-
Grading complete.
Structures complete.
Surfacing:- None except sub-base of talus rock 8" thick and 16 feet wide put on by State forces.
Fully completed road:- None.
Project 77% complete including surfacing.

Quality of work:- Good.

Rate of progress:- Satisfactory.

Recommendations and Remarks:- Examination was made of the banks of sand and earth filler which it is proposed to use in the sub-base. The bank at Sta. 324 is a light ash soil containing considerable sand and appears to be suitable. Another bank at Sta. 287 contains considerable clay in places. After eliminating the clayey portions there is not enough material suitable for binder to warrant opening up the bank. The principal source of binder material is at Sta. 94 where there is an abundance of sand. While this sand is very light, somewhat in the nature of pumice, it will make a good filler for the talus rock. It has been used on a short stretch of the road and proven satisfactory.

The rock crusher is being set up at Sta. 200. There is an abundance of good talus rock but it may be necessary to use a dust jacket to avoid getting an excess of earth binder in the top course of screenings.

Photographs:- Attached.

PP 4

NOTED
H.N.

May 25, 192[illegible].

12[illegible]

Memorandum for Mr. Booth:

Mr. Kelley requested that you be furnished with this information.

Respectfully,

Secretary.

RAK:HI

COMMISSIONERS

SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

The Dalles, Ore., May 16, 1921.

11 PB1 - Cost
File 26

COPY

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The records, so far as we are able to complete them from all charges which we have to date, which are complete with the possible exception of some minor charges made from the Salem office, show that the total yardage of talus placed on the Mayville-Thirty Mile Section, of the John Day Highway, amounted to 12,000 yards, at a cost of $20,803.54, or a unit cost of $1.734 per cubic yard. The itemized cost under account numbers is as follows:

341	Engineering Salaries	$ 179.24
451	Foreman's Salary	638.31
641	Preparation of Subgrade	9.50
643	Freight	245.70
644	Loading Talus	7,451.61
645	Hauling	10,294.48
646	Spreading	1,775.53
647	Equipment	59.08
649	Miscellaneous	150.09
	Total	$ 20,803.54

This work was done under very adverse conditions, both as to the weather and the difficulty of getting repair parts. Under ordinary conditions it would have been advisable at times to shut the work down, but owing to the overhead on the job it was better to continue. Considering the conditions I think that the price of $1.73 is very reasonable. Under favorable conditions this could have been placed for about $1.40 per yard. This price of $1.73 per yard is the price which includes average haul, a great deal of the material going into the 3rd mile, and somegoing into the 4th mile.

Respectfully yours,

J. H. Scott,

DIVISION ENGINEER

JHS:kl

Form No. 39.

PR 41

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 14, 1921

Job Name Mayville- Thirty Mile Rock Surfacing

Week from May 7 to May 7

Mail Address Condon, Ore.

Highway John Day

Telegraph or Telephone Address " "

County Gilliam Job Prefix 11-PB2

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Weather Clear.

Contractor has not moved onto the job.

APPROVED
MAY 16 1921
J H Scott
DIVISION ENGINEER

Signed F K Gettins

Title Res Eng.

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed ....

Miles partially done ....

Average daily yardage placed this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Surfacing will be completed about ....

Number men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.)

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

Form No. 39.

X/

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 14, 1921

Job Name Mayville - Thirty Mile

Week from May 7 to May 14

Mail Address Condon, Ore.

Highway John Day

Telegraph or Telephone Address " "

County Gilliam Job Prefix 11-PB

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Final Records forwarded May 12th.

Have written agreement with Houser Construction Company. That they will clean up the line of all debray and Buildings left By Copenhagen Bro's Company. When they have Completed the job of surfacing.

16 1921

APPROVED
MAY 16 1921
DIVISION ENGINEER

Signed

Title Res. Eng.

(See back of this sheet for instructions and detailed information.)

m No. 39.

GRADING CONSTRUCTION

Total miles of grading on project 6.9

Miles completed all

Miles completed except finishing

Miles covered by contractor's forces

Miles cross-sectioned

Miles cross-sections completed and checked

Miles to be remeasured

Number men in Engineering Party 5

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number days worked on this project

Number men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job. 11-PB *Percentage* 50

Other jobs 11-PB1 *Percentage* 15

Other jobs 11-W. I. *Percentage* 10

Other jobs 11-G.G. *Percentage* 25

Form No. 39.

GRADING CONSTRUCTION

Total miles of grading on project 6.9

Miles completed all

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party 5

Contractor's average force for week ....*men,*

..........*teams,* ....*steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed ....

Miles partially done ....

Average daily yardage placed this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week ....*men,*

..........*teams,* ....*trucks*

Percentage of total required yardage now in place ....

Surfacing will be completed about ....

Number men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week ....*men,*

..........*teams,* ....*trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job 11-PB *Percentage* 50

Other jobs 11-PB1 *Percentage* 15

Other jobs 11-W.F. *Percentage* 10

Other jobs 11-G.G. *Percentage* 25

Form No. 39.

X/

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 14, 1921

Job Name Mayville - Thirty Mile
Talus Sub surfacing
Highway John Day
County Gilliam Job Prefix 11-PB1

Week from May 7 to May 14
Mail Address Condon, Ore.
Telegraph or Telephone Address " "
Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Weather Clear.

Job Completed May 12th

APPROVED
MAY 16 1921
J H Scott
DIVISION ENGINEER

Signed F K Gettis
Title Res Eng

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week ....*men,*

..........*teams,* ....*steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed ....

Miles partially done ....

Average daily yardage placed this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week ....*men,*

..........*teams,* ....*trucks*

Percentage of total required yardage now in place ....

Surfacing will be completed about ....

Number men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week ....*men,*

..........*teams,* ....*trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job.......... *Percentage*..........

Other jobs.......... *Percentage*..........

Other jobs.......... *Percentage*..........

Other jobs.......... *Percentage*..........

FORM 4 10M-9-20

S. [illegible]SON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

PB 41

11-PB, Final Estimate.

Condon, Oregon May 12, 1921.

Mr. J. H. Scott
Division Engineer
The Dalles, Oregon.

[illegible] 19 1921

Dear sir,

I am transmitting herewith the final estimate on the Mayville- Thirty Mile Section, John Day Highway, Also shipping you by express all the records of the job.

I have a written agreement with the Houser Construction Company to clean up all building and debray left by Copenhagen Brothers Company, They are to do this when they have completed the surfacing of this section.

Very truly,

F. K. Gettins

F. K. Gettins
Resident Engineer.

APPROVED

MAY 13 1921

J. H. Scott
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION

PR 41.

MAR 11 1921

11-PB
File PR-41.

Condon, Oregon, March, 11th, 1921.

Mr. Herbert Nunn
State Highway Engineer
Salem, Oregon.

Attention, Mr. Probert.

Dear sir,

Paragraph 4 of your letter of the first inst, addressed to Mr. Scott in the matter of certain bridge and cattle pass structures on the Mayville-Thirty Mile Section of the John Day Highway has been referred to me for reply.

I beg to report that this matter was taken up with the County Court of Gilliam County who inform me that these structures are to be paid out of the counties co-operation fund of $75.000.00 (see attached letter)

S.H.P. agree to be in addition. R-O-W. Consideration

I find that Copenhagen Brothers Company presented a bill to the court for material and labor in connection with the construction of cattle passes on this section at the December 1920, term of the court (approved by N.T.Knatvold ResidentEngineer) in the amount of #1736.10 and warrants was drawn in their favor for this sum as part payment (see copy of warrants and letter from the court)

Warrants attached to [illegible]

J.W.D.

Respectfully submitted,

F. K. Gettins

F. K. Gettins
Resident Engineer.

OREGON STATE HIGHWAY COMMISSION

PR 41

RECEIVED
MAR 14 1921
STATE HIGHWAY ENGINEER

11-PB- Cattle Passes.
File 55.

Condon, Oregon March, 11, 1921.

Mr. J. H. Scott
Division Engineer
The Dalles, Oregon.

Dear sir,

I am returning herewith department letter in the matter of the construction of cattle passes on the Mayville-Thirty Mile Section of the John Day Highway.

Also the information requested under paragraph 4 of said letter, also have attached a copy of the correspondence with the court in the matter.

Very truly,

F. K. Gettins

F. K. Gettins.
Resident Engineer.

MAR 1 1 1921

11-23
File PR-41.

Condon, Oregon, March, 11th, 1921.

Mr. Herbert Nunn
State Highway Engineer
Salem, Oregon.

Attention, Mr. Probert.

Dear sir,

Paragraph 4 of your letter of the first inst. addressed to Mr. Scott in the matter of certain bridge and cattle pass structures on the Mayville-Thirty Mile Section of the John Day Highway has been referred to me for reply.

I beg to report that this matter was taken up with the County Court of Gilliam County who inform me that these structures are to be paid out of the counties co-operation fund of $75.000.00 (see attached letter)

I find that Copenhagen Brothers Company presented a bill to the court for material and labor in connection with the construction of cattle passes on this section at the December 1920, term of the court (approved by N.T.Knatvold ResidentEngineer) in the amount of $17[illegible].10 and warrants was drawn in their favor for this sum as part payment (see copy of warrants and letter from the court)

Respectfully submitted,

F. V. Gettins
Resident Engineer.

PR
x1

May 9, 1921

Arlington Lumber Co.,
Condon, Oregon.

Gentlemen:

Your letter of the 4th., addressed to the Highway Commission relative to your claim against Copenhagen Brothers has been handed to me for reply.

Under date of March 28th., we mailed to you, addressed to Arlington, a certified copy of the contract and bond given by Copenhagen Brothers to the State for the grading of 6.9 miles of the Mayville-Three Mile Creek Section of the John Day Highway in Gilliam County.

This claim has already been called to the attention of the contractors by this office, and it has also been called to the attention of the surety company.

If the contractors and the surety fail now to make settlement with you I take it that there is nothing left left for you to do but commence action on the bond.

I am advised by the Secretary of the Commission that payments are being made to the contractors for their work done, and I see no reason, therefore, why payment should not be made by the contractors on your claim. This should be done if the contractors and the surety company desire to avoid the costs and embarrassment of litigation.

Yours very truly,

JMD:AF

Assistant Attorney General.

FORM 2A 5M-1-21

R. A. [illegible]OTH, EUGENE, CHAIRMAN
J. [illegible] YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

11PB - Force Bills.
File 53.

The Dalles, Ore., May 6, 1921.

PR #41

RECEIVED
MAY [illegible] 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Enclosed herewith is letter from F. K. Gettins stating that it will be impossible to get supporting documents for labor and material to cover Force Order No. 2, Contract 266. Please refer to your letter on this subject under date of April 23rd, and advise Mr. Gettins whether he can render this bill by showing the number of cubic yards of concrete which entered into this work.

Respectfully yours,

J. H. Scott,
Division Engineer.

AMA:kl

cc Mr. Gettins.

PR
x1

11-PB
Subject, Cattle Passes, Mayville-Thirty Mile
Section John Day Highway.

Condon, Oregon, March 7th, 1921.

To the Hon. County Court,
Gilliam County
Condon, Oregon.

Sirs,

In connection with the construction of Cattle Passes ordered by your court on the Mayville-Thirty Mile Section of the John Day Highway, information is requested whether the cost of these structures are to be paid out of the county's co operation of $75.000.00 on the project or out of other funds.

Also would request information of any and all amounts, when and how paid to Copenhagen Brothers Company in connection with certain structures on this section of the John Day Highway.

Very truly,

[illegible]. V. Gettins.
Resident Engineer.

COUNTY COURT
Meets First Wednesday in January, March, May, July, September and November.
L. E. FOWLER, Judge

CIRCUIT COURT
Regular Term First Monday in June and December.
D. R. PARKER, Judge

GILLIAM COUNTY, OREGON

OFFICE OF
J. C. STURGILL
CLERK

CONDON, OREGON

March 7th,1921.

MAR 11 1921

Mr.F.K.Gettins,

Condon,Oregon.

Dear Sir ;-

In reply to yours regarding"Cattle Passes", on Mayville Thirty Mile Section of John Day Highway will state that as I understand the cost of construction is to be paid out of the county's co-operation of $75000.00 on the project.

The following payments were made Copenhagen Brothers Company in connection with the Mayville -Thirty Mile Section of John Day Highway;

December 29th,1920, County Warrants No's 2506 and 2507 amounting to $1736.10. This was paid on the recommendation and endorsement of N.T.Knatvold, Resident Engineer and was in part payment of cost of labor and construction of cattle passes on said section of Mayville-Thirty Mile portion of John Day Highway.

Yours very truly,

J C Sturgill

Clerk of County Court.

R
B x1

GILLIAM COUNTY, OREGON.
Office of
J. C. Sturgelll
Clerk

RECE
MAR 11 1921

Condon, Oregon, March 7th, 1921.

Mr. F. W. Gettins
Condon, Oregon.

Dear sir;-

In reply to yours regarding "Cattle Passes", on Mayville-Thirty Mile Section of the John Day Highway will state that as I understand the cost of construction is to be paid out of the county's co-operation of $75.000.00 on the project.

The following payments were made Copenhagen Brothers Company in connection with the Mayville-Thirty Mile Section of the John Day Highway;

December 29th, 1920, County Warrant No's 2506 and 2507 amounting to $1736.10. This was paid on the recommendation and endorsement of N. T. Knatvold, Resident Engineer and was in part payment of cost of labor and construction of cattle passes on said section of Mayville-Thirty Mile portion of the John Day Highway.

Yours very truly,

J. C. Sturgill

Clerk of County Court.

11-PB
Subject, Cattle Passes, Mayville-Thirty Mile
Section John Day Highway.

Condon, Oregon, March 7th, 1921.

RECEIVED
MAR 14 1921

To the Hon. County Court,
Gilliam County
Condon, Oregon.

Sirs,

In connection with the construction of Cattle Passes ordered by your court on the Mayville-Thirty Mile Section of the John Day Highway, information is requested whether the cost of these structures are to be paid out of the county's co-operation of $75.000.00 on the project or out of other funds.

Also would request information of any and all amounts, when and how paid to Copenhagen Brothers Company in connection with certain structures on this section of the John Day Highway.

Very truly,

F. K. Gettins.
Resident Engineer.

ARLINGTON LUMBER COMPANY

GRAIN, LUMBER, POSTS, WOOD, DOORS, WINDOWS,
SHINGLES, BUILDING MATERIAL

E. J. CLOUGH, MANAGER C. W. HARRIS, ASST. MANAGER

CONDON, OREGON May 4, 1921.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen;- We wish to refer to letter we received from Assistant Attorney General, Mr. [illegible] Devers under date of March 14th. referring to our claim against Copenhagen Bros.

We have deferred action against this company on account of the promises made us every few days by their representative here, Mr. Weeks but we have exhausted our patience, having been fed on promises for the past three months. The records show that they were attached by Lumm Bros, Geo. Wehrs and [illegible]. L. Fry and these claims were paid the day their equipment was to have been sold. One Bowman has filed a new attachment on the stuff. This leads us to believe that it is going to be necessary for us to start action if we expect to get in at all.

We are writing the bonding company today and if there is any thing you can do by way of a letter to either Copenhagen or the bonding house, we would appreciate it very much. If we do not hear from them within a reasonable time, we will take such action as appears to our benefit.

Yours very truly,
Arlington Lumber Co.,
CWHarris

RECEIVED
MAY 6 1921
STATE HIGHWAY ENGINEER

S. [illegible]SON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR
X

11-PB Extra Work Order.
File 53.

Condon, Oregon, May 3, 1921.

1921
STATE

Mr. J. H. Scott
Division Engineer
The Dalles, Oregon.

Dear sir,

In the matter of Copenhagen Bro's Company, Extra Work Order # 2 covering the concrete caps on the bridge abutments om the Mayville-Thirty Mile job, I find that no time or materials was kept on these small jobs as each bridge was done by different gangs, as the Copenhagen outfit has left here it will be allmost impossible to get supporting documents for material and labor.

Please advise if we can bill for the volume only.

Very truly,

F. K. Gettins

F. K. Gettins
Resident Engineer.

RECEIVED
MAY 5 - 1921

April 26, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File F-41

Dear Sir:

Herewith we are sending you five copies of estimate as basis for modified agreement on the Mayville - Thirtymile Creek Section, Oregon Federal Aid Project No. 41.

You will note that the Federal Aid requested is decreased by approximately $10,700.00. We realize that the execution of a modified agreement would not be required under your regulations, but as our Post Road program is coming to a close, it would seem desirable to us to execute a modified agreement in order that the funds tied up on this project be corrected, and the excess diverted to our final project.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

D.c. by J. [illegible] [illegible],

ET

Enc.

State Highway Department. Oregon Federal Aid Project No. 41.

Mayville - Thirtymile Creek Section of the John Day River Highway in Gilliam County.

(Estimate as basis for modified agreement. Based on Contract Prices.)

6.2 miles of Grading and Surfacing. Salem, Oregon, April 27th, 1921.

QUANTITY	ITEM		UNIT PRICE	AMOUNT
Grading Contract:				
All Required	Clearing & Grubbing	@	Lump Sum	$ 1,000.00
64,000 cu yds	Common Excavation		.80	51,200.00
27,500 cu yds	Solid Rock Excavation		1.70	46,750.00
10,000 sta yds	Overhaul		.05	500.00
700 lin ft	12" Corr Galv Iron Pipe		2.00	1,400.00
120 lin ft	18" Corr Galv Iron Pipe		3.50	420.00
200 lin ft	24" Corr Galv Iron Pipe		5.00	1,000.00
48 lin ft	36" Corr Galv Iron Pipe		10.00	480.00
40 lin ft	42" Corr Galv Iron Pipe		12.00	480.00
700 lin ft	12" Plain Concrete Pipe		2.00	Alternate
120 lin ft	18" Reinf Concrete Pipe		3.50	Alternate
200 lin ft	24" Reinf Concrete Pipe		6.00	Alternate
48 lin ft	36" Reinf Concrete Pipe		15.00	Alternate
40 lin ft	42" Reinf Concrete Pipe		20.00	Alternate
500 lin ft	6" Porous Drain Tile		.40	200.00
207 cu yds	Rubble Masonry		15.00	3,105.00
458 cu yds	Rip Rap		3.50	1,603.00
10.5 M-FBM	Lumber & Timber		100.00	1,050.00
164 cu yds	Hand Placed Rock Slopes		3.00	492.00
800 cu yds	Talus Sub-surfacing (State Forces)		1.25	1,000.00
Surfacing Contract:				
1,925 lin ft	Wood Guard Fence	@	1.10	2,117.50
8,000 cu yds	Broken Stone Surfacing		3.30	26,400.00
2,800 cu yds	Binder Course		1.75	4,900.00
			Sub-total	$ 144,297.50
			10% Engr. & Cont.	14,429.75
			Total	$ 158,727.25

Cost per mile

State Funds Available	$24,363.63
County Funds Available	75,000.00
Federal Aid Requested	79,363.62
	$178,727.25

Federal Aid Recommended ___ _______

4

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. I.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

April 25, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We are in receipt of your letter of April 23d, signed by S. H. Probert, relative to recommendation made in our letter of April 16th regarding surfacing for Oregon Federal Aid project No. 41, (Mayville-30-Mile Creek Project).

We have today forwarded to the Chief of Bureau with our recommendation for approval, special provisions and typical section for surfacing this project with the understanding that the broken stone will be placed in one course and topped with a thin coat of screenings or fine material if found necessary, and that no clay binder will be used.

At your earliest convenience we should like to have you furnish us with the following papers:-

✓ Bid tabulation, in duplicate.
Contract, in duplicate, one copy of which should be certified.
✓ Revised estimate in quadruplicate, including the new items of construction contained in the surfacing contract.

The project agreement need not be modified at this time unless it is your desire to have the use of the Federal Aid money which would be released by the reduction in the cost of the project prior to the completion of the project.

Yours very truly,

District Engineer.

Copies to Scott and Gettins, April 26, 1921.
ME

April 23, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

PR#41

Dear Sir:

We are enclosing herewith copy of a letter from the Bureau of Public Roads, in regard to the surfacing of the Mayville-Thirtymile Creek Federal Aid Project.

We believe that the recommendations made therein can be readily complied with and would suggest that you handle the performance of the work under this contract accordingly.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:LE

Enclosure

c c F K Cettins

April 23, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Postoffice Building,
Portland, Oregon.

Mayville - Thirty Mile
PC #41

Dear Sir:

We have your letter of April 16th, with reference to the Special Provisions for Oregon Federal Aid Project No. 41. Your recommendations, as outlined in this letter, in regard to the manner of handling certain features of the work on a basis somewhat different than that outlined in our Special Provisions, are agreeable to us and will be taken care of in the execution of the work.

We are forwarding copies of your letter to the Division and Resident engineers who will be in charge of this work, with instructions to comply with your recommendations.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ME

NITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. I.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

POST OFFICE BUILDING,
PORTLAND, OREG.

April 16, 1921.

Mayville-30-Mile

APR 20 1921

State Highway Commission,
Salem, Oregon.

Gentlemen:-

Special provisions for surfacing on Oregon Federal Aid project No. 41 have been received and reviewed.

The proposed light type of surfacing is thought to be satisfactory in view of the fact that an eight inch talus sub-base has already been constructed the entire length of the project. The filling and shaping of this will provide a good foundation for the 4" crushed stone surfacing now to be constructed.

The special provisions provide that the 4" surfacing may be placed in two layers, one three inches thick and the other one inch thick. We do not believe that this is feasible, as the crushed stone has a maximum size of 1½ inches. The four inches of wearing surface, if placed in a single course and properly dragged and compacted under traffic, will give a good surface. With screenings or fine material a thin top dressing might be beneficial but the difficulty of compacting a one inch course of 1½ inch stone has been well demonstrated on Oregon Federal Aid project No. 39. In view of the fact that this detail can be varied by the Engineer during construction as is found most desirable and practicable, we do not believe it necessary to revise the special provisions at this stage.

(Madras-Deschutes County Line)

Clay binder is provided for at the discretion of the Engineer. Our objections to the use of clay binder are well known to you and we could not approve its use on this project. Sand and other suitable material for this purpose is available and near the project and our recommendation of approval of the special provisions is with the understanding that any material to be used for binder be first approved by our engineers as well as your own.

Maintenance stone, of course, cannot be included in estimates or vouchers, as the present Act prohibits any expenditure of Federal Aid for maintenance work.

If these suggestions and reservations meet with your approval, we will at once forward the special provisions and revised estimate.

Yours very truly,

McKesson

ACTING District Engineer.

ANSWERED
S. H. Probert

April 22, 1921

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

PR#41

Dear Sir:

Mr. Kelley has asked me to reply to your letter of March 20, in regard to payment for concrete coping to be placed on top of rubble masonry abutments in the Mayville-Thirtymile Section.

Mr. Kelley recommends that this work be paid for on a force account basis, allowing the contractor not to exceed $25.00 per cubic yard. This recommendation is made to avoid the necessity of entering into a supplementary unit price agreement.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

by

Office Engineer.

SHP:ME

c c F K Gettins

MAN }
ISLAND CITY } COMMISSIONERS
K. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

11PB - Price of Concrete Coping.
File 53. The Dalles, Ore., March 28, 1921.

RECEIVED
MAR 30 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Kelley.

Dear Sir:

On the Mayville-Thirty Mile grading the plan called for a concrete coping to be placed on top of rubble masonry abuttments. The price of this was not included in the contract, and there is no way to get at it definitely by force account.

Copenhagen's submitted a supplementary bid of $35.00 per cubic yard. If this supplementary bid can be accepted and carried on the final estimate it will clear up the records and give us a way to pay this bill. I wish to recommend that this supplementary bid be accepted.

I think this price is rather high, but it amounts to practically the same as they claim force account, and the work is scattered and rather hard to get to. The total yardage involved is between one and two yards.

Respectfully yours,

J H Scott
A

J. H. Scott,
Division Engineer.

JHS:kl

Pay force a/c not to exceed 35^{00} per cy Item to small to cover by special price
AH

ANSWERED
S. H. Probert

ENHAGEN BROTHERS
GENERAL CONTRACTORS
PORTLAND, OREGON

March 24th 1921

Oregon State Highway Department
The Dalles
Attention H.J.Scott

MAR 30 1921
STATE HIGHWAY ENGINEER

We will place Class "A" mix concrete caps on Bridge Abutments at Station 104-75 142-92 and 170-00 at $35.00 per cubic yd. on The Mayville-Thirty Mile Section of the John Day Highway.

Respt Submitted
Copenhagen Brothers Co
By Henry Copenhagen Pres

1921

APPROVED
MAR 28 1921
ISION ENGINEER

April 14, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-41

Dear Sir:

Herewith we are enclosing five ~~four~~ copies each of special provisions, typical section, estimate of cost, and unit price analyses for the surfacing of the Mayville-Thirtymile Creek Section, Oregon Federal Aid Project No. 41.

This surfacing is being advertised for bids to be received on April 22nd.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,

ET

Enc.

Oregon State Highway Department. Federal Aid Project No. [illegible]

Mayville-Thirtymile Creek Section of the John Day River Highway in Gilliam County.

(Estimate to accompany Special Provisions. Includes Surfacing only)

6.3 miles Salem, Oregon, April 14, 1921.

1,925	lin ft	Wood Guard Fence	@	1.25	$ 2,406.25
8,000	cu yds	Broken Stone Surfacing	@	3.80	30,400.00
2,800	cu yds	Binder Course	@	1.90	5,320.00
800	cu yds	Clay or Other Earth Filler	@	.75	600.00
Sub-total					$ 38,726.25
10% Engr. and Cont.					3,872.62
TOTAL					$ 42,598.87

Oregon State Highway Department. Federal Aid Project No. 41

Mayville - Thirtymile Creek Section of the John Day River Highway in Gilliam County.

(Unit Price Analyses)

Salem, Oregon, April 14, 1921.

BROKEN STONE SURFACING.

Plant Installation, Removal & Depreciation	$	.70
Handling and Crushing Materials		1.20
Hauling, av. haul 1.8 mi @ .50		.90
Preparation of Sub-grade		.05
Spreading		.15
Rolling Sub-grade & Shoulders		.20
Harrowing, dragging, & finishing		.10
Sub-total		3.30
Fifteen percent profit to contractor		.50
TOTAL		3.80

BINDER COURSE

Furnishing, hauling to trap & loading		.70
Hauling, av. haul 1 mi @ .50		.50
Spreading		.20
Rolling		.25
Sub-total		1.65
Fifteen percent profit to Contractor		.25
TOTAL	$	1.90

Oregon State Highway Department. **Federal Aid Project No. 41**

Mayville - Thirtymile Creek Section of the John Day River Highway in Gilliam County.

(Unit Price Analyses)

Salem, Oregon, April 14, 1921.

BROKEN STONE SURFACING.

Plant Installation, Removal & Depreciation	$ .70
Handling and Crushing Materials	1.20
Hauling, av. haul 1.8 mi @ .50	.90
Preparation of Sub-grade	.05
Spreading	.15
Rolling Sub-grade & Shoulders	.20
Harrowing, dragging, & finishing	.10
Sub-total	3.30
Fifteen percent profit to contractor	.50
TOTAL	3.80

BINDER COURSE

Furnishing, hauling to trap & loading	.70
Hauling, av. haul 1 mi @ .50	.50
Spreading	.20
Rolling	.25
Sub-total	1.65
Fifteen percent profit to Contractor	.25
TOTAL	$ 1.90

[illegible]

PA 51

April 2, 1921

Mr. E. B. Schomp,
Mayville, Oregon.

Dear Sir:

In answer to your letter of March 31st relative to your claim against Copenhagen Brothers, who have the the contract for the Mayville-Thirtymile Creek Section of the John Day River Highway in Gilliam County, wish to advise that all contracts awarded by the State Highway Commission are covered by a surety bond given to protect labor and material claims.

The bond for this project was given by the United States Fidelity & Guaranty Company, whose agent is the J. L. Hartman Company, Chamber of Commerce Building, Portland, Oregon, and I would suggest that if you are unable to secure satisfaction from the contractors, that you file your claim against the surety company above.

Yours truly,

Secretary.

RAK:LM

MAYVILLE, OREGON, March 31 1921

State Highway Commission,
Salem Ore

Gentlemen:

As Copenhagen Bros Co. are in debt to me for work done with truck and haven't paid their bills, I am asking your advice as to how to collect it.

They owe me $130.00 for December 1920 and $130.00 for March 1921.

Mr. [illegible] advised me to write you.

Hoping to hear from you soon
Yours Truly,

C. [illegible]
Mayville,
Or.

March 31, 1921

Senator O. B. Robertson,
Condon, Oregon.

Dear Sir:

In reply to your letter of March 25th addressed to the Highway Commission relative to macadamizing the Mayville-Thirtymile project, would say that the records of the March 8th meeting of the Highway Commission would show that the Engineer was instructed to advertise the Mayville-Thirtymile project for macadam.

Due to the large number of projects which had been previously ordered, however, there was not sufficient time to prepare the plans and specifications on this project for the meeting on April 5th. It is probable that this project will be advertised at the May meeting of the Commission.

Very truly yours,

Secretary.

RAK:LM

Chairman: Game
Municipal Affairs
Member: Agriculture and Forestry
Banking
Insurance
Resolutions
Roads and Highways

STATE OF OREGON

THIRTY-FIRST LEGISLATIVE ASSEMBLY
SENATE CHAMBER
SALEM

REFERRED TO R. A. K.
BY H. N.

March 25, 1921

RECEIVED
MAR 28 1921
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem,
Oregon

Gentlemen:

My attention was just directed to the enclosed news item and I was dissappointed to find that the Thirty-Mile Mayville project is not included therein.

I appeared before your body at the March meeting held in Portland and your secretary was instructed to advertise for bids for macadamising this section of road. If I am correctly informed, our County Court were given assurance that, contingent upon their advancing an additional $25,000.00, the job would be completed during the year 1920 but I appreciate that the delay was unavoidable and we have no complaint to offer unless it is to be still further postponed.

It occured to me that possibly, in the rush of business, the matter had been overlooked, in which event, I trust you will take no exception to my calling it to your attention.

Thanking you kindly in advance for advising me the present status of the case, I am

Yours very truly,

O. B. Robertson

FORM 4 15M-9-20

ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

11PB1 - Surfacing.
File 24.

The Dalles, Ore., March 31, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

In reference to your letter of the 30th reminding me that the Highway Commission wished to advertise the surfacing of the Mayville-Thirty Mile Section of the John Day Highway at the meeting to be held about May 1st. Some time ago I wrote to F. K. Gettins, at Condon, asking him to make up the quantities and submit to this office at his earliest convenience, and not later than April 1st. As soon as this comes in it will be worked over and further suggestions for special provisions added, and forwarded to you.

Respectfully yours,

J H Scott

J. H. Scott,
Division Engineer.

JHS:kl

APR 2 1921

[illegible]

March 28, 1921

Arlington Lumber Co.,
Arlington, Ore.

Attention C. W. Harris.

Dear Sirs:

As requested by the Secretary of State I am handing you herewith a certified copy of the contract and bond given by Copenhagen Brothers for the grading of 6.9 miles of the Mayville-Thirty Mile Creek Section of the John Day Highway in Gilliam County.

Yours truly,

JMD:AF
Enc. 1

PR
4
[illegible]

No 1553.

THE FIRST NATIONAL BANK
OF PORTLAND
A.L.MILLS, PRESIDENT
C.F.ADAMS, VICE PRESIDENT - E.R.CORBETT, VICE PRESIDENT
E.A.WYLD, VICE PRESIDENT W.L.THOMPSON, VICE PRESIDENT - C.C.COLT, VICE PRESIDENT
A.O.JONES, VICE PRESIDENT - H.B.DICKSON, CASHIER
B.F.STEVENS - J.W.BICKFORD - J.H.MOIR - L.E.WILLIAMS
T.W.PETERS L.H.LOOK T.T.ASHTON
ASSISTANT CASHIERS

PORTLAND, OREGON

March 17, 1921.

RECEIVED
MAR 18 1921

REGISTER

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

We beg to enclose herewith claim in favor of Copenhagen Bros. Company, for work done to February 10th account of contract #266, John Day Highway, for $11,244.99, to which is attached assignment in favor of the First National Bank. Please make payment direct to us, and oblige,

Yours very truly,

HBDickson

Cashier.

TTA:FC

FORM 4 10M-8-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

11PB - Force Orders.
File 53.

The Dalles, Ore., March 16, 1921.

P.K
4

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

We find that we have submitted two force orders on Contract 266, and that each are numbered No. 2. Please change the order under date of February 23rd to No. 1.

3rd

Respectfully yours,

J. H. Scott,
Division Engineer.

AMA:kl

Order Dated Feb 3 - #1
" " Feb 17 - #2

LEP

RECEIVED
MAR 17 1921
STATE HIGHWAY ENGINEER

FORM 4 15M-9-20

S. BENSON, PORTLAND, CHAIRMAN
R. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

11PB - Release of Retained Percentage.
File 55.

The Dalles, Ore., March 15, 1921.

RECEIVED
MAR 16 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

The last estimate submitted for work done by Copenhagen Brothers on the Mayville-Thirty Mile Section of the John Day River Highway was a semi-final estimate. This work is now completed and the usual portion of the retained percentage may be released. Mr. Gettins is working on the final estimate, and the same will be submitted as soon as possible.

Respectfully yours,

J H Scott

J. H. Scott,
Division Engineer.

Parsons
Hold 3%

AMA:kl

3/16

PS 41

March 14, 1921

Arlington Lumber Co.,
Arlington, Ore.

Gentlemen:

Your letter of the 7th., addressed to the Oregon State Highway Commission relative to your claim against Copenhagen Brothers has been handed to me for reply.

I do not understand the purpose of the surety company in saying that it has no interest in the matter until the State has taken some action.

It appears to me that it is to the interest of the surety company to see that claims are taken care of without law suits; however, I have again written Copenhagen Brothers, and have called their attention to the fact that unless this claim is taken care of that litigation will be commenced by your company. It may be that Copenhagen Brothers are crowded for funds at this time and will ultimately take care of the claim; however, your company should be assured of an ultimate payment.

Should you find it necessary to bring action to recover the claim you should comply with the provisions of Section 2991, Oregon Laws, to which your attention is now directed.

I am enclosing for your information a copy of my letter to Copenhagen Brothers.

Yours very truly,

Assistant Attorney General.

JD:AF
Enc. 1

March 14, 1921

Copenhagen Brothers,
808 Henry Bld'g.,
Portland, Ore.

Gentlemen:

The State Highway Commission has received another letter from the Arlington Lumber Company complaining that its claim against your firm has not been taken care of, and that your surety refuses to give attention to the matter at this time.

I do not know the merits of this claim, but your attention is called to the provision of your contract with the State which requires that all valid claims against the State or any state officer, growing out of your contract for state highway construction, must be taken care of before final payment is made on your job, and it is requested that you give the claim of the Arlington Lumber Company such attention as it merits at this time.

Yours very truly,

JMD:AP

Assistant Attorney General.

March 12, 1921

~~101~~

United States Fidelity & Guaranty Co.,
c/o J. L. Hartman Co., Agents,
Chamber of Commerce Building,
Portland, Oregon.

Gentlemen:

I am handing you herewith claim of J. E. Tilley against Copenhagen Brothers, contractors on the Mayville-Thirtymile Creek Section of the John Day River Highway in Gilliam County.

This claim is covered by your bond given to protect labor and material claims on this contract.

Yours truly,

Secretary.

RAK:LM
1 Encl.

ARLINGTON LUMBER COMPANY

CONDON, OREGON

PR 4)

March 12, 1921

Mr. J. H. Tilley,
Servicecreek,
Wheeler County,
Oregon.

Dear Sir:

I wish to acknowledge receipt of your claims against Copenhagen Brothers in amount $98.68 and $136.00, the first being against the unit #1 Fossil-But e Creek Section of the John Day River Highway, and the second claim against the Mayville-Thirtymile Creek Section of the John Day River Highway.

I have referred the first claim to Mr. A. W. Witmer, Pittock Block, Portland, Oregon, agent for the Fidelity & Deposit Company of Maryland.

I have referred the second claim in amount $136.00 to the J. L. Hartman Company, Chamber of Commerce Building, Portland, Oregon, Agents for the United States Fidelity and Guaranty Company.

Both of these contracts were covered by a surety bond to protect [illegible]or and material claims, given by the above companies.

Yours truly,

Secretary.

RAK:LM

ARLINGTON LUMBER COMPANY

GRAIN, LUMBER, POSTS, WOOD, DOORS, WINDOWS,
SHINGLES, BUILDING MATERIAL

E. J. CLOUGH, MANAGER
C. W. HARRIS, ASST. MANAGER

CONDON, OREGON

March 7, 192[illegible].

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We received your letter of March 5, acknowledging receipt of our claim against Copenhagen Brothers. Beg to advise that we took this matter up with the surety company and they told us that they had no interest in the matter until the state had taken some action.

We feel that we have waited long enough and should like to know just what action it is up to us to take in order to get our money. We are ready to file suit against the bondsmen, that is, if necessary.

Thanking you for your prompt reply, we remain,

Yours very truly,
ARLINGTON LUMBER CO.
C. W. Harris.

PR x1

March 5, 1921

101

Arlington Lumber Company,
Condon, Oregon.

Gentlemen:

I wish to acknowledge receipt of your letter of March 3rd relative to your claim against Copenhagen Brothers, who have the contract for the construction of the Mayville-Thirtymile Creek Section of the John Day River Highway. In this connection wish to advise that a surety bond on this contract to guaranty labor and material claims, was furnished by the United States Fidelity and Guaranty Company, J. L. Hartman Company, Agents, Chamber of Commerce, Portland, Oregon. I have accordingly referred your claim against this company to them.

Yours truly,

Secretary.

RAK:IM

LINGTON LUMBER COMPANY

GRAIN, LUMBER, POSTS, WOOD, DOORS, WINDOWS,
SHINGLES, BUILDING MATERIAL

E. J. CLOUGH, MANAGER
C. W. HARRIS, ASST. MANAGER

CONDON, OREGON

March 3, 1921.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are enclosing duplicate invoice of material and feed for the Thirty Mile-Mayville section of the John Day Highway, furnished to Copenhagen Bros. from here. You will, of course, understand our reasons for filing our bill with your body. Will you kindly acknowledge receipt of same.

Yours very truly,
ARLINGTON LUMBER CO.
C W Harris

CWH:MS

RECEIVED
MAR 5 1921
[illegible]

PR=
41

March 5, 1921

United States Fidelity & Guaranty Company,
c/o J. L. Hartman Company, Agents,
Chamber of Commerce Building,
Portland, Oregon.

Gentlemen:

I am handing you herewith claim of C. C. Chapman against Copenhagen Brothers on their contract for the construction of the Mayville-Thirtymile Creek Section of the John Day River Highway, on which you furnished a surety bond to guaranty labor and material claims.

Yours truly,

Secretary.

RAK:LM
Encls.

PR
41

March 5, 1921

United States Fidelity & Guaranty Co.,
c/o J. L. Hartman Co., Agents,
Chamber of Commerce Building,
Portland, Oregon.

Gentlemen:

Please find attached claim of the Arlington Lumber Company against Copenhagen Brothers for material furnished on the Mayville-Thirtymile Creek Section of the John Day River Highway, our contract No. 266 for which your company furnished a surety bond to guaranty labor and material claims.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM
Encls.

March 5, 1921

Mr. C. C. Chapman,
Fossil, Oregon.

Dear Sir:

I wish to acknowledge receipt of your claim against Copenhagen Brothers for material furnished on the Mayville-Thirtymile Creek Section of the John Day River Highway.

In reply wish to advise you that this contract is protected by a surety bond given by the United States Fidelity and Guaranty Company, J. L. Hartman Company, Agents, Chamber of Commerce Building, Portland, Oregon. I have accordingly forwarded your claim against Copenhagen Brothers to this company.

Yours truly,

Secretary.

RAK:LM

John R. Bland, President.

Cap[illegible]aid in Cash $4,500,000.

WE WILL BOND YOU
FIDELITY
CONTRACT
JUDICIAL
CASUALTY

United States Fidelity and Guaranty Company

J. L. HARTMAN CO.
GENERAL AGENTS
Chamber of Commerce Bldg.,
PHONE: MAIN 208

PORTLAND, ORE.,

March 2nd, 1921.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: RE: File PR-41

Your communication of February 28th regarding contract of Copenhagen Bros. for grading the Mayville-Thirty-mile Creek Section of the John Day River Highway in Gilliam County is received and noted.

It is not our desire to impede the payment of the reserve under this contract, in fact, we would expedite the payment in every way so that a number of bills which are now outstanding may be taken care of immediately.

Very truly yours,
J. L. HARTMAN COMPANY
BY Douglas R Tate

DRT:B

R
P+1

March 2, 1921

101

United States Fidelity & Guaranty Co.,
c/o J. L. Hartman Co., Agents,
Chamber of Commerce Building,
Portland, Oregon.

Gentlemen:

I am enclosing herewith claim of M. M. Dodson of Mayville and also claim of R. H. Schomp of Mayville, against Copenhagen Brothers.

I I presume that these claims are against the Mayville-Thirtymile Creek Section of the John Day Highway in Gilliam County, for which you have furnished a surety bond.

These claims have been filed with us and I have notified the claimants that they have been forwarded on to you.

Very truly yours,

Secretary.

RAK:LM
Encls.

March 2, 1921

~~101~~

Mr. E. M. Dodson,
Mayville, Oregon.

Dear Sir:

I wish to acknowledge receipt of your letter of February 28th relative to your claim against Copenhagen Brothers who have the contract for the construction of the State Highway between Mayville and Thirtymile Creek.

In reply would say that labor and material claims against this work are protected by a surety bond given by the United States Fidelity and Guaranty Company, J. L. Hartman Co., Agents, Chamber of Commerce Building, Portland, Oregon, and I have forwarded your claim against Copenhagen Brothers to them.

Yours very truly,

Secretary.

RAK:LM

March 2, 1921

101

Mr. R. N. Schomp,
Mayville, Oregon.

Dear Sir:

I wish to acknowledge receipt of your letter of February 28th containing your claim against Copenhagen Brothers who have a contract for the construction of the Highway between Mayville and Thirtymile Creek.

Please be advised that a surety bond has been given on this contract for labor and material claims, and I am accordingly forwarding your letter to the United States Fidelity and Guaranty Company, J. L. Hartman Co., Agents, Chamber of Commerce Building, Portland, Oregon.

Yours very truly,

Secretary.

RAK:LM

March 1, 1921.

Mr. J. H. Scott,
Division Engineer,
The Dalles, Oregon.

File FR-41

Dear Sir:

We are in receipt of your letter of the 25th ult. transmitting semi-final voucher on the Mayville-Thirtymile Creek grading, Oregon Federal Aid Project No. 41, and stating that certain bridge and cattle pass quantities are to be paid for by Gilliam County.

In connection with this project we wish to advise that it has always been contrary to the policy of the department on work which is handled by the state, to have any estimates submitted to the counties for payment without their being passed through this office and made a matter of permanent record upon our accounts

This also applies to the final estimates upon which we desire to make our final check. In handling these estimates we check the quantities and prepare a voucher upon the special form which is submitted to the county for payment to the contractor. On this special project, however, the county is co-operating to the extent of $75,000.00 under the Post Road Project Agreement, with the state advancing all the funds. As we have to look to the county for the payment of this amount, it would appear preferable for us to include these bridges and cattle passes in our payments to the contractor, and collect the amounts involved from the county along with our other advances. This would seem especially desirable in view of the fact that Mr. Copenhagen was in the office yesterday, and stated that he had received but one payment from the county amounting to approximately $700.00, which was in the form of a county warrant, and which could not be negotiated. It was agreed that the state should take over this warrant from him.

In order that the matter may be perfectly clear and be of record, please advise us of the arrangement under which the county is to pay for the structures in question, whether these amounts are in addition to the county co-operation of $75,000.00, and a statement of just what has been paid by them to the contractor.

We assume that the next estimate which is submitted will be the final, and this should have all the quantities on the job shown, with the special quantities for which the county is to make payment clearly indicated.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,
By

Office Engineer.

Dic. by J.W.DeSousa,
EM

HERBERT NUNN
STATE HIGHWAY ENGINEER

...SIONERS

...ECRETARY AND ASSISTANT ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

11PB - Estimate.
File 55.

The Dalles, Ore., Feb. 25, 1921.

R... FEB 28 1921 STA...

P.R.4

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

We are enclosing herewith semi-final estimate on contract 266. This estimate is somewhat delayed, as Mr. Gettins had to make a close field inspection of all the items and quantities, and compute the same before it could be submitted, as the former Resident Engineer did not leave any records in the office to indicate what had been done. You will note that we have deducted the total quantities on three bridges and one cattle pass, and 50% of the rubble masonry and lumber from another bridge. These items are to be paid for by Gilliam County.

Respectfully yours,

J H Scott

J. H. Scott,
Division Engineer.

AMA:kl
Encls.

Feb. 28, 1921.

U. S. Fidelity & Guaranty Co.,
Chamber of Commerce Bldg.,
Portland, Oregon.

File FR-41

Gentlemen:

We are in receipt of your letter of the 25th inst. making inquiry regarding contract held by Copenhagen Brothers for grading the Mayville-Thirtymile Creek Section of the John Day River Highway in Gilliam County.

We are today in receipt of a semi-final estimate from the field showing that this work was completed on Feb. 10. It has been necessary that we take up one small matter with our Division Engineer, Mr. Scott, and as soon as we receive a reply from him, this estimate will be passed for payment and only 5% retained. In case you desire that more than 5% be retained in order to protect any claims which may be outstanding, you should advise us immediately, as otherwise we will make full payment for all except this amount.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dic. by J. W. DeSousa,

EP

d in Cash $4,500,000.

nited States Fidelity and Guaranty Company

J. L. HARTMAN CO.
GENERAL AGENTS
Chamber of Commerce Bldg.
PHONE MAIN 208

PORTLAND, ORE.

February 25th, 1921.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are in receipt of your communication of February 21st enclosing letter of Mr. R. T. Moore of Condon, Oregon, relative to claim against Copenhagen Bros. under Contract No. 262, covering the Mayville-Thirty-mile Creek Section of the John Day Highway in Gilliam County, Oregon.

We have taken this matter up with the contractors and will arrange to have it taken care of. Meanwhile, we would appreciate it if you will advise us of the present status of the contract in question; also whether there is an estimate due or about to become due the contractors on th~~e~~is~~e~~ contracts.

Copenhagen Bros. have advised us that they are expecting a payment at any day which would enable them to take care of this claim and others which have come to our attention and we are desirous of getting the exact facts as they appear upon the records of the State.

Very truly yours,
J. L. HARTMAN COMPANY

BY

[illegible]:B

Ansd

Form 19

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Mayville Thirty Mile Date Feb 27th, 1921
Placing Talus Rock Week from Feb 15th to Feb 26th
Highway John Day Job Prefixes 11-F.B. 1
(List prefixes of all jobs worked on, giving approximate percentages of time on each)
County Gilliam
Survey will be completed about Number in party
Camp location
Mail address
(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Weather— Snow- Rain, freeze and thaw.

Completed Sta 1+00 to 191+50.
County have placed rock from 0+00 to 27+00
Do not think it advisable to haul slide rock from Canyon to the gap between Sta 47+00 to 27+00 as the condition of Grade is very bad due to Weather Condition. Would advise that the Talus sub-surfacing for this section be hauled from the Mayville County Pit by Teams.

The Weather has been extremely Bad since This Work was Commenced.

APPROVED

COK

NOTED
H. B. GLAISYER

Signed A. K. Gilting
Title Hy. Eng.

Feb. 26, 1921.

Mr. Burt Hutchison,
588 Union Ave., N.,
Portland, Oregon.

File
PR-41

Dear Sir:

We have your letter of Feb. 24th making inquiry in regard to estimates to Copenhagen Brothers covering certain rock wall construction performed by yourself.

We understand from your letter that the work which you performed was on what we call the Mayville-Thirtymile Creek Section of the John Day River Highway. In connection with this work the contractor receives payment monthly, and while it is impossible for us to determine whether or not he has received payment for work which you did without knowing the exact station limits of this work, it is very likely that payment for same has already been made to Copenhagen Brothers. For more definite information we would suggest that you write direct to Resident Engineer F. K. Gettins at Condon, Oregon, stating specifically what work you did, and giving the numbers of the stations between which this work was located.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET
c. c. to F. K. Gettins.

RECEIVED
FEB 25 1921
STATE HIGHWAY ENGINEER

Portland Ore
2/24-1921-

Mr Herbert Nunn
Salem
Ore.

Dear Sir

As I have a claime with the Coppenhagen Bros for work on the State highway near Linden for some stone work there was 1 culvert wall & 1 retaining wall. Mr Coppenhagen says he has never gotten the estimate. & yet it was finished before

Christmas -

Will you please give me some information in regard to this if he has gotten the estimate yet.

Very Resp—
Bert Eytchison
542 Union Ave N.
Portland
Ore.

ANSWERED
S. H. Probert

FORM 4 15M-6-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

11PB - Release of Retained Percentage.
File 55.

The Dalles, Ore., Feb. 24, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I recently received a request from Henry Copenhagen, of Copenhagen Brothers, who are just finishing the grading on the Mayville-Thirty Mile Section of the John Day Highway, to release the retained percentage. There is still a little work to do in cleaning up odds and ends of small things here and there over the line. As it took several months to get these odds and ends cleaned up on the Fossil-Butte Creek Section, I do not expect to approve the release of the retained percentage until all work is completed to the satisfaction of our Department. Also, the notes were not left in good condition by Mr. Knatvold, and Mr. Gettins is making a very thorough check of the notes and the estimate, which will be ready in a few days. If by this time Copenhagen Brothers have completed the final clean-up of small jobs, the approval for the release of the retained percentage will be sent in.

Respectfully yours,

RECEIVED
FEB 28 1921

J H Scott

J. H. Scott,
Division Engineer.

JHS:kl

cc to Copenhagen Brothers.

PR
41

February 21, 1921

Mr. [illegible] T. Moore,
Condon, Oregon.

Dear Sir:

I wish to acknowledge receipt of your letter of February 19th relative to your claim against Copenhagen Brothers who have the contract for the construction of the Mayville-Thirtymile Creek Section of the John Day Highway in Gilliam County.

All that the writer can advise you in this respect is that a surety bond has been given to protect labor and material claims on this project and I have accordingly referred your letter to the United States Fidelity and Guaranty Company J. L. Hartman Company, Chamber of Commerce Building, Agents, Portland, Oregon.

Yours truly,

Secretary.

RAK:EM

PR
41

February 21, 1922

United States Fidelity & Guaranty Co.,
c/o J. L. Hartman Co., Agents,
Chamber of Commerce Building,
Portland, Oregon.

Gentlemen:

The attached letter from R. T. Moore of Condon, relative to his claim against Copenhagen Brothers, is forwarded to you for consideration.

This letter evidently refers to our contract No. 262 covering the Mayville-Thirtymile Creek Section of the John Day Highway in Gilliam County, awarded to Copenhagen Brothers Company.

Yours truly,

Secretary.

RAK:LM
1 Encl.

PR
+1

February 21, 1921

Arlington Lumber Company,
Arlington, Oregon.

Gentlemen:

In reply to your letter of February 16th relative to your claim against Copenhagen Brothers for material furnished on the John Day Highway between Mayville and Thirtymile Creek, would say that the proper method of protecting your account if the contractors have refused payment, would be to file your claim with the company who have furnished the surety bond to protect labor and material claims.

The company in this instance is the United States Fidelity and Guaranty Company, whose agent is the J. L. Hartman Company, Chamber of Commerce Building, Portland, Oregon, and I would suggest that you take this matter up with them direct.

Yours truly,

Secretary.

RAK:LM

GTON LUMBER COMPANY
GRAIN, LUMBER, POSTS, WOOD, DOORS, WINDOWS,
SHINGLES, BUILDING MATERIAL
E. J. CLOUGH, MANAGER
C. W. HARRIS, ASST. MANAGER
CONDON, OREGON

FEB 18 1921

February 16, 1921.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We have an account against Copenhagen Bros. for material furnished on the John Day highway between Thirty Mile creek and Mayville, amounting to $506.50. This account runs from October 1 to February 4. We should like to know how we should go about it to protect our account.

Thanking you for this information, we are

Yours very truly,
ARLINGTON LUMBER CO.
C. W. Harris

CWH:MC

FORM 4 [illegible]

[illegible]ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

11PB - Final.
File 55.

The Dalles, Ore., Feb. 19, 1921.

PB
x1

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Please be advised that regular monthly estimate due February 10th, on contract 266, will not be submitted until Resident Engineer Gettins can get the records on this job straightened out. The previous engineer left things in a very poor shape, and Mr. Gettins does not desire to submit an estimate until he knows how this should be done. It may be that another estimate will not be necessary until the final. The final estimate will be the next one submitted on Job 11DC, Account No. 431, for work which is being done by Forest W. White.

Respectfully yours,

J H Scott
J. H. Scott,
Division Engineer.

FEB 24 1921

AMA:kl

Form 54

OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

January 27,1921. 192

Mr.F.K.Gettins,

Condon-,Oregon.

RECEIVED
FEB 2 1921

Dear Sir: Complying with your request dated , 192 *, I* ~~am sending you today~~ sent you 1/10/21

by *from* Salem to Fossil *, the following supplies:*

QUANTITY	DESCRIPTION	TOTAL CHARGE		RENTAL CHARGE Amount		RENTAL CHARGE Per
12	Wheelbarrows (50% good)	66	00			
12	Picks @ $1.00	12	00			
	Mr.Gettins: Please supply as to distribution of charges					
	Total	78	00			

For which this office will charge as indicated.

JOB NO.	ACCOUNT NO.	AMOUNT

Yours truly,

HERBERT NUNN,
State Highway Engineer

FORM 4 15M-9-20

S. BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

11PB - Finals.
File 55.

The Dalles, Ore., Jan. 29, 1921.

RECEIVED
JAN 31 1921
STATE HIGHWAY ENGINEER

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

About the 1st of the year I released E. H. Knatvold, Resident Engineer on the Mayville-Thirty Mile construction job. and placed F. K. Gettins in charge as Resident Engineer both of this work and talus subsurfacing. Mr. Knatvold was concientious and energetic enough, but too inexperienced to handle this work, and should have been released long ago, or rather should never have been placed in charge of the work.

After going completely into his records we have found them in bad shape, and it is going to require that practically everything be done over again. This job will take considerable work on the records, and the final will be somewhat delayed after the contractor completes his work, which should be about the middle of February. Mr. Gettins will in no way be criticised in this delay, as he is merely cleaning up a bad mess left by the man formerly in charge.

Respectfully yours,

J H Scott

J. H. Scott,
Division Engineer.

JHS:kl

ROY A. KLEIN, [illegible]

OREGON STATE HIGHWAY COMMISSION
SALEM

Jan. 24, 1921.

Mr. F. L. Gettins,
Resident Engineer,
Arlington, Oregon.

File P.R.41

Dear Sir:

We are submitting, herewith, a detailed statement showing engineering costs on the Mayville-Thirtymile Section and the [illegible] Canyon Market Road as per your request of the 19th inst. These amounts represent the total engineering charges in the cost records up to 9:00 A. M., Jan. 24th, 1921.

Acct No.	Item	Prefix 11-[illegible]	Prefix [illegible]
321	Salaries	$ 353.10	$ –
324	Automobile operation & upkeep	25.45	–
325	Engineering Supplies & Equipment	10.95	–
329	Miscellaneous charges	.90	–
341	Salaries	509.[illegible]	4,438.77
342	Board & lodging	–	2.40
343	Transportation	–	15.75
344	Automobile operation & upkeep	–	546.90
345	Engineering supplies & Equipment	6.00	554.44
346	Rental of quarters & camp expense	–	9.86
347	Advertisement for bids	–	52.47
349	Miscellaneous charges	–	22.55
	Totals	$ 894.99	$ 5,774.[illegible]

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by H. B. Glaisyer,
HB

OMMISSIONERS
AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

JAN 21 1921

~~11~~-PB
11-WA.
Subject, Construction Engineering cost.

Mr. Herbert Nunn
State Highway Engineer
Salem, Oregon.

Dear sir,

11 P.B
11 W A

I would request the construction engineering cost to date on the Mayville-Thirty Mile Section, John Day Highway.

Also construction engineering cost on the Werhli-Canyon Market Road, Gilliam County.

Very truly,

F. K. Gettins

F. K. Gettins
Resident Engineer.

ANSWERED
B. G.

ANSWERED
H B. G.

PR.

41

Mayville, Oregon, Oct 26 1919.

I, J. F. Thomas hereby certify that I am the duly appointed postmaster of the postoffice known as Mayville; that I am familiar with the roads over which the United States mail is carried, and I further certify that that portion of the John Day Highway running from Mayville to Thirty Mile Creek as surveyed will be used as a star route for the entire distance between the points above, which is seven miles.

The road as the survey has been made is a much easier grade than the present one and will be some shorter. And is very much needed as the present road becomes almost impassible each winter

Resp.

J. F. Thomas
Postmaster at Mayville, Oregon.

FORM 4 2M-7-20

[redacted], PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED. E. KIDDLE, LA GRANDE
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

11PB - Rental on Equipment.
File 32.

The Dalles, Ore., Oct. 25, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Lytle.

Dear Sir:

We are enclosing herewith a letter from Mr. E. M. Knotvold, Resident Engineer at Condon, Oregon, and a copy of a bill which you have sent him for three months rental on tent, fly, and mess house equipment at $4.00 per month, amounting to $12.00. Knotvold states that the fly is used on the office tent, and therefore should not be included on this charge. Please make the proper deduction for this and forward a corrected billto Mr. Knotvold.

Respectfully yours,

J. H. SCOTT,
Division Engineer.

AMA:kl
Encls.

By Alspaugh

RECEIVED
OCT 26 1920

Salem Ore., Oct 13 192

M [illegible]
[illegible] Ore.

To Oregon State Highway Commission Dr.

To 9/30 To 3 months rental on 1 X 14 X 16 Tent & Fly
and cookhouse equipment @ 4.00 per mo. $12.00

This bill to be attached to payroll and
the amount deducted therefrom.

RECEIVED
OCT 23 1920
Ans'd ____________

RECEIVED
OCT 26 1920
[illegible]

---

on mess [illegible] Salem [illegible]
written a letter to Salem
but have always taken the matter up though
the Pendleton Office. I have no copies of
these letters, but on the last letter I received
about this, which was signed by R. H. Hollenburg
Salem he states that, it is understood
that the rental charge is to cover 1 14X6
tent and fly valued at $45.00 and mess
house equipment at $22.00. The charge
per month is 6% of this value which amounts to

OREGON STATE HIGHWAY COMMISSION

Equipment

Oct 20, 1920

RECEIVED
OCT 26 1920
STATE HIGHWAY ENGINEER

J.H. Scott Div. Engr.
State Highway Dept.,
The Dalles Ore.

Dear Sir:

In regard to the rental charge on our mess house equipment, I have never written a letter to Salem ~~on~~ the subject but have always taken the matter up through the Pendleton Office. I have no copies of these letters, but in the last letter I recieved about this, which was signed by R.F. Hollenburg Salem He states that, it is understood that the rental charge is to cover 1 14X6 tent and fly valued at $45.00 and mess house equipment at $11.00. The charge per month is 6% of this value which amounts to practically $4.00 per month. The objection which I have to this is that the fly is used for the office tent and should not be included in the rental charged against us.

I am enclosing a copy of the bill recieved from Salem.

Very truly yours,

E. M. [illegible],
Condon, Ore.

RECEIVED
OCT 23 1920
Ans'd

UNITED STATES DEPARTMENT OF AGRICULTURE,
BUREAU OF PUBLIC ROADS,
DISTRICT No. I.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

POST OFFICE BUILDING,
PORTLAND, OREG.

October 18, 1920.

State Highway Commission,
Salem,
Ore.

Gentlemen:-

Re Oregon Fed. Aid project #41.

We wish to acknowledge receipt of your letter of October 16th enclosing voucher in quadruplicate covering work done for the period June 16th to September 30th, 1920.

We wish to advise that we cannot check this voucher until we are in receipt of a copy of contract. Please furnish us at your earliest convenience with one certified copy and one extra copy of contract, as our records do not disclose that they have been received in this office.

Very truly yours,

CH Purcell

District Engineer.

atte Gwd

October 16th, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File FR-41

Dear Sir:

Herewith we are sending you four copies of voucher in the amount of $ 9,347.15, covering work done from June 16th to September 30th, 1920, on the Mayville - Thirtymile Creek Section, Oregon Federal Aid Project No. 41.

61

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. W. DeSouza,
ET
Enc.

Copy for St[illegible] Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

October 6, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT **Portland, Oregon.**

The project agreement and certificate to cover **Oregon** project No. **41** have been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LEB/fm

Copy for State Highway Department

Form P. R. I. 2

State Oregon

Project No. 41.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

READ BY
DIST. ENGR.
ANSWERED BY
FILE

RECEIVED SEP 16

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

PROJECT AGREEMENT

Memorandum of agreement made this 15th day of September 1920 by and between the State Highway Commission of Oregon, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 27th day of April 1920 a project statement, which was approved by the Secretary on the 10th day of July, 1920 for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 24th day of August, 1920 and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of ninety thousand and seventy nine and no/100 dollars ($90,079.00) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

66

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

Article I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (*a*) By the State from sale of bonds, chapter 31, Laws of 1920, By act of the Legislature of (date and citation), appropriating dollars.

* (*b*) By the County of Gilliam, $75,000.00, pursuant to resolution of appropriation passed by the County Court of said county February 5, 1920. By tax levy or bond issue authorized by act of (date and citation).

* (*c*)

ROAD EMBRACED IN PROJECT.

Article II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey station 0+0 at Mayville and survey station 364+02 at Thirty Mile Creek. terminal points, a distance of 6.9 miles, known locally as the John Day River Highway, Mayville-Thirty Mile Creek Section, Gilliam county.

CHARACTER AND METHOD OF CONSTRUCTION.

Article III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of ninety thousand and seventy nine and no/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of one hundred and eighty thousand and one hundred and fifty eight and no/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ....

....
(Official or depositary.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... of ....
(State or county.) (Name.)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ....

the State Treasurer, Salem, Oregon.

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... State or county.) .... of

.... Oregon ne.) .... of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department to the full extent authorized by State law, out of funds which have been or will ~~be made available therefor in the manner herein set forth, to wit: .... (Include reference to statute making .... appropriation and probable amount annually available) ....~~

~~The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....~~

STRICKEN OUT

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 24th day of August, 1920.

State Highway Commission of Oregon.
(Official title of Highway Department.)

By S Benson
Chairman, State Highway Commission.
(Title of officer.)

By ....
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By Ed E Kiddle
Member, State Highway Commission.
(Title of officer.)

By ....
(Title of officer.)

By ....
(Title of officer.)

By ....
(Title of officer.)

[SEAL.]

E D Ball
Acting Secretary of Agriculture.

OMB

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 0+0 at Mayville and survey station 364+62 at Thirty Mile Creek, locally known as John Day River Highway, Mayville-Thirty Mile Creek Section, Gilliam county, and designated in the records of this Department as Project No. 41, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $180,158.00 as the total estimated cost of said project, and the sum of $90,079.00 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 24th day of August one thousand nine hundred and Twenty, as witness my hand and the seal of the Department of Agriculture.

E E Ball
Acting *Secretary of Agriculture.*

(11B)

Copy to State Highway Department

P R ✓

B-1

July 16, 1920.

Mr. C. H. Purcell,
U. S. District Engineer,
Postoffice Building,
Portland, Oregon.

Dear Sir:-

On July 10, 1920, the Acting Secretary of Agriculture approved Oregon project statement No. 41, involving the improvement of 6.9 miles of the Mayville-Thirty mile Creek Section of John Day River Highway in Gilliam County, at an estimated cost of $171,132.50, and on which Federal Aid is requested to the extent of $85,566.25.

Very truly yours,

Chief Engineer.

IEB-mt

Noted
Gwe

5

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

June 30, 1920

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads.
Oregon F.A. 41.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We are today forwarding, with our recommendation for approval, plans, special provisions and estimate for Oregon Federal Aid Project No. 41. Our recommendation is dated June 2, 1920, and all work done subsequent to that date may participate in Federal Aid, but no Federal funds will be paid on the project until or unless the agreement is executed by the Secretary.

Your attention is called to the fact that no earth work quantities, balances or balance points are shown on the plans from Station 90 to Station 364. Our Washington office may insist on these being shown, and we request in the future that they be shown.

Yours very truly,

C L McKesson
Acting District Engineer,

OREGON STATE HIGHWAY DEPARTMENT OREGON FEDERAL AID PROJECT No.42

MAXVILLE-THIRTY MILE CREEK SECTION OF THE JOHN DAY RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate as Basis for Project Agreement. Grading Based on the Contract Prices)

6.9 Miles of Grading & Surfacing Salem, Oregon June 2, 19[illegible]

Quantity		Item	Unit Price	Amount
All Required		Clearing & Grubbing (60' R. of W.)	Lump Sum	$ 1,000.00
64,000	Cu. Yds.	Common Excavation	$ .80	51,200.00
27,500	"	Solid Rock Excavation	1.70	46,750.00
10,000	Sta. Yds.	Overhaul	.05	500.00
700	Lin. Ft.	12" Corr. Galv. Iron Pipe	2.00	1,400.00
120	"	18" Corr. Galv. Iron Pipe	3.50	420.00
200	"	24" Corr. Galv. Iron Pipe	5.00	1,000.00
68	"	36" Corr. Galv. Iron Pipe	10.00	680.00
40	"	42" Corr. Galv. Iron Pipe	12.00	480.00
700	"	12" Plain Concrete Pipe	2.00	Alternate
130	"	18" Plain Concrete Pipe	3.50	Alternate
300	"	24" Plain Concrete Pipe	6.00	Alternate
68	"	36" Plain Concrete Pipe	15.00	Alternate
40	"	42" Plain Concrete Pipe	20.00	Alternate
500	"	6" Porous Drain Tile	.40	200.00
207	Cu. Yds.	Rubble Masonry	15.00	3,105.00
458	"	Rip Rap	3.50	1,603.00
10.5	M-F.B.M.	Lumber and Timber	100.00	1,050.00
164	Sq. Yds.	Hand Placed Rock Slopes	3.00	492.00
14,400	Cu. Yds.	Broken Stone Surfacing	3.50	50,400.00
5,000	Mile Yd.	Payhaul	.50	2,500.00
800	Cu. Yds.	Talus Sub-Surfacing	1.25	1,000.00
		Sub-total		$ 163,780.00
		10% Engr. & Cont.		16,378.00
		Total		$ 180,158.00

Length of Project	6.9 Miles
Cost Per Mile	$ 26,109.85

State Funds Available	$15,079.00
County Funds Available	75,000.00
Federal Aid Requeste	90,079.00
Total	$ 180,158.00

Signed;

Office Engineer.

JWD

F 818 PP

PACIFIC TELEGRAM

CLASS OF SERVICE

TELEGRAM | DAY LETTER SYMBOL DAY L | NIGHT MESSAGE SYMBOL NITE | NIGHT LETTER SYMBOL N L

IF NONE OF THE THREE SYMBOLS SHOWN ABOVE APPEARS AFTER THE CHECK (NUMBER OF WORDS) THIS IS A DAY TELEGRAM. OTHERWISE ITS CHARACTER IS INDICATED BY THE SYMBOL APPEARING AFTER THE CHECK.

RECEIVED AT arl. 4 103 12 Pd.

CONDON, ORE. JUNE 2 20 3: 32 p.m

M. O. BENNETT,

M. 6031

IMPERIAL HOTEL,

PORTLAND ORE.

RIGHT OF WAY ATTAINED ON THIRTY MILE MAYVILLE SECTION JOHN DAY HIGHWAY.

G. W. TARMAN.

4:30 p.m.

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

C.C. to E.N. Knatvold

P 41

May 27, 1920.

Mr. N. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

We have your letter of May 26th, in regard to the omission from the Mayville-Thirty Mile Creek plans of the earth work distribution between stations 90 and 364. The distribution diagram for these quantities was intentionally omitted due to the fact that the diagram as submitted was incorrect, and that we did not have time before the submission of the plans to the Bureau of Public Roads and to prospective bidders, to make the necessary corrections. We did not think it advisable to submit an incorrect distribution to the Federal Government engineers. In the preparation of the distribution diagram as shown on the original detail profile, the free haul distances varied all the way from 200 to 400 feet, very materially affecting the overhaul quantities.

We probably should have included the item of gravel or broken stone backfill for porous tile drain. It was our understanding, however, that neither gravel nor crushed rock are available for such use, and we thought that this backfill could be made either from stone available along the road or from talus slopes, which we understand from previous correspondence, is available at most points along the line.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

C.C. to E.M. Knatvold

HERBERT NUNN
STATE HIGHWAY ENGINEER
MANCHE O. BENNETT
DIVISION ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PENDLETON, May 26, 1920.

11 PB

Subject: Mayville-Thirty Mile/plans.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Ore.

Mr. Probert.

Dear Sir:

In looking over the blueprint of the Mayville-Thirty Mile construction plans which we have recently received, we note excavation quantities and distribution of same have been omitted between Station 90 and 364. It appears that this might have been an oversight and we call your attention to same inasmuch as we believe the bidders should have this information. It may be that you have a reason for this omission. We note you have increased materially the quantities of porous drain tile and no mention is made of back fill material for this construction. We believe this should have been covered to avoid controversy. I write in the way of a suggestion, only.

Very respectfully,

Manche O Bennett

Manche O. Bennett,
Division Engineer.

MOB/B

ANSWERED
S. H. Probert

RECEIVED
MAY 27 1920
STATE [illegible]

Form 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Mayville 30 Mile & Wehrli Canon Market Road

Date May 23, 1920

Week from May 17 **to** 23

Highway John Day

Job Prefixes 11 P. 80% Wehrli Canon 20%
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Gilliam

Survey will be completed about

Number in party 5

Camp location Condon

Mail address Condon Ore. Tel. [illegible]

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Ran in revision from sta 193 – 200. Set slope stake from sta 158 to 204. Started locating the Wehrli Canon Market road from sta 0 – 68.
Weather during week has been fair.

1920

Signed E. H. Kvatvild

Title Res. Engr.

OREGON STATE HIGHWAY DEPARTMENT

OREGON FEDERAL AID PROJECT NO. 41

MAYVILLE-THIRTY MILE CREEK SECTION OF THE JOHN DAY RIVER HIGHWAY IN GILLIAM COUNTY

(Estimate to Accompany Plans. Not as a Basis for Project Agreement)

6.9 Miles Grading & Surfacing

Salem, Oregon, May 20, 1920

Quantity	Item	Unit Price	Amount
All Required	Clearing & Grubbing	Lump Sum	$ 1,500.00
64,000 Cu. Yds.	Common Excavation	$ .70	44,800.00
27,500 "	Solid Rock Excavation	1.80	49,500.00
10,000 Sta. Yds.	Overhaul	.05	500.00
700 Lin. Ft.	12" Culvert Pipe	2.00	1,400.00
120 "	18" Culvert Pipe	3.25	390.00
200 "	24" Culvert Pipe	4.50	900.00
68 "	36" Culvert Pipe	7.00	476.00
40 "	42 " Culvert Pipe	9.50	380.00
500 "	6" Porous Drain Tile	.40	200.00
207 Cu. Yds.	Rubble Masonry	15.00	3,105.00
458 "	Rip Rap	3.00	1,374.00
10.5 M-F.B.M.	Lumber & Timber	110.00	1,155.00
164 Sq. Yds.	Hand Placed Rock Slopes	1.50	246.00
14,400 Cu. Yds.	Broken Stone Surfacing	2.65	38,160.00
5,000 Mile Yards	Payhaul	.50	2,500.00
800 Cu. Yds.	Talus Sub-Surfacing	1.25	1,000.00
		Sub-total	$ 147,566.00
		10% Engr. & Contg.	14,756.60
		TOTAL	$ 162,344.60

Length of Project	6.9 Miles
Cost Per Mile	$ 23,528.20

State Funds Available	$6,172.30
County Funds Available	75,000.00
Federal Aid Requested	81,172.30
$	162,344.60

Signed:

S. H. Probert

~~[illegible]~~ Office Engineer.

JWD

MAYVILLE-THIRTY MILE CREEK Salem, Oregon, May 15, 1920.

SPECIAL PROVISIONS

To be used supplementary to the Standard Specifications in
connection with the grading and graveling of the Mayville-Thirty Mile Creek Section of the
John Day River Highway in Gilliam County

FEDERAL AID PROJECT

The work covered by this contract is a Federal Aid Project, and the attention of the contractor is particularly called to all clauses in the contract and specifications relating to projects of this kind.

GRAD~~E~~ing WORK

Two Classifications for Excavated Materials;

Excavation will be classified under two heads, viz: Common Excavation and Solid Rock Excavation.

Solid Rock Excavation, shall include only ledge rock in place which cannot be excavated without drilling and blasting, and boulders having a volume greater than one-half cubic yard. This specification shall in no case be interpreted as including as solid rock, shell rock and other material of a rock nature or otherwise, which in the judgment of the Engineer may be loosened with a pick, although blasting may be resorted to in order to expedite the work.

Common Excavation; shall include all material other than Solid Rock.

Excavation Quantities Measured in Embankment;

Excavation quantities will, in general, be measured in excavation, but in cases where materials are obtained from irregular borrow pits, from slides, or from other sources which make measurement in excavation difficult or impracticable, then the excavation quantities shall be measured in embankment. In determining the pay excavation quantities from measurements of embankments, there shall be added or deducted a percentage to cover shrinkage or swell. The percentage to be added or deducted shall be determined by the Engineer, and shall be based upon the character of the materials involved, the manner in which the embankment is constructed, and such other considerations as affect the amount of shrinkage or swell.

Ballast Course for Rock Cuts and Fills;

In so far as suitable material is available within the economic overhaul distance, all rock cuts and rock fills shall be provided with a ballast course of sufficient depth to equalize all irregularities in the roadbed surface, making a smooth and uniformly crowned roadbed. This ballast course shall extend over the entire width of the roadbed, and shall preferably be constructed from talus material available at frequent intervals along the project.

When this ballast course is being placed upon very open rock fills, the contractor will be required to hand rake and otherwise manipulate the ballast material, so as to fill the interstices between rock to as great a depth as possible.

No payment will be made for the placing of the ballast course other than payment for the excavation of and overhaul on the material used, which payment will be at the unit prices bid for excavation of material of the particular class concerned and for overhaul.

Cut Slopes in Talus Material:

The contractor shall exercise care in forming slopes above roadbed in excavating through or borrowing in talus slides. Slopes shall be constructed in such a manner as to minimize the danger of slides after the work is completed. All under cutting and irregular slopes that will tend to cause slides shall be avoided. All finished slopes above roadbed shall be left in condition approved by the Engineer.

Rip Rap:

Rip rap to be placed under the contract shall be loose (not hand placed) rip rap. At least fifty (50) percent of all rip rap material shall have a minimum dimension of not less than twelve (12) inches, and none of the material shall have any dimension less than six (6) inches.

Only hard and durable rock will be allowed to be used as rip rap material.

Payment for rip rap will be made on the cubic yard basis, and the quantity to be paid for shall be determined by measurement of the rip rap in place.

Culvert Pipe:

Bidders are requested to submit prices upon both concrete and corrugated galvanized iron culvert pipe. Proposals in which prices are not quoted upon both of those types may be rejected as informal .

For corrugated galvanized iron pipe the specification governing the maximum percentages of impurities in the base metal, as given on page 18 of the Standard Specifications will be waived, and metals carrying impurities not to exceed a total of three-tenths (0.30) of one percent, will be accepted.

Except as above stated, bids will not be considered upon culvert pipe which is not fully up to the specifications as given in the Standard Specifications for pipe of the particular class.

Porous Drain Tile:

Under the item "Porous Drain Tile", only clay drain tile of a good grade and of full rated diameter will be accepted. Tile shall be hard burned and free from cracks and fire checks extending into the body of the tile in such a way as to lower its strength.

Explosives to be Furnished by State:

The State Highway Commission will furnish to the contractor, free of cost, the following quantities of explosives, delivered F.O.B. Condon:

8000	lbs.	Black Powder
8000	lbs.	Trinitrotoluol (T.N.T.)

The contractor will be responsible for any demurrage charges and for the handling of the explosives in accordance with all legal statutes and ordinances from and after arrival of shipments in Condon.

BROKEN STONE SURFACING

Preparation of Subgrade:

Before applying the Broken Stone Surfacing the roadbed shall be brought to the grade and cross-section shown on the plans, and all soft, spongy or otherwise weak spots that may have developed in the subgrade shall be removed and repladed with suitable materials. By means of a blade machine trenches shall be thrown up along the outside edges of the area to be surfaced, these trenches to be used to confine the rock surfacing. The trenches should be of such depth as will provide sufficient material to later be used in the shaping up of the earth shoulders. The area between the trenches shall be brought to a uniform crown the same as intended for the finished surface.

Width, Thickness and Number of Courses:

The broken stone surfacing shall in general be constructed in two courses, each four (4) inches in loose thickness. Where subgrade conditions are such as to require more or less than an eight (8) inch loose thickness, either the number of courses or the thickness of each course may be varied by the Engineer as the conditions may warrent.

The surfacing shall have a width of sixteen (16) feet.

Materials:

Rock suitable for this work is available in ledge and talus formation at several points on or adjacent to right-of-way. It is understood, however, that material will be secured only from quarries, pits, banks or other sources approved by the Engineer, and in no case shall rock be used which is not equal in binding qualities and toughness to the best obtainable within reasonable hauling distance.

All rock must be crushed to a maximum size of one and one-half (1½) inches, and must be made to meet the gradings specified below.

Grading of Materials:

Bottom Course: All material for use in the bottom course shall pass a one and one-half (1½) inch screen and not less than seventy (70) percent nor more than ninety (90) percent shall be retained on a one-quarter (¼) inch screen. Of the material retained on a one-quarter (¼) inch screen, not less than fifty (50) percent nor more than seventy (70) percent shall be retained on a three-quarter (¾) inch screen. Of the material passing a one-quarter (¼) inch screen, not less than seventy -five (75) percent shall be retained on a two hundred (200) mesh sieve.

Top Course: All material for use in the top course shall pass a one and one-half (1½) inch screen, and not less than forty (40) percent, nor more than seventy (70) percent shall be retained on a one-quarter (¼) inch screen. Of the material retained on a one-quarter (¼) inch screen, not less than twenty (20) percent, nor more than fifty (50) percent, shall be retained on a three-quarter (¾) inch screen. Of the material passing a one-quarter (¼) inch screen, not less than seventy-five (75) percent shall be retained on a 200 mesh sieve.

The contractor will be required to maintain at all times the gradings specified above for top and bottom courses. Any deviation from these gradings shall be immediately corrected either by suitable screening or by the addition of materials of selected sizes. All materials must be thoroughly mixed and uniformly graded before being dumped on the road.

Pits to be Furnished by Contractor:

All pits, quarries, banks, or other sources of supply for materials used under this contract shall be secured and developed at the sole expense of the contractor. It is understood that developing of sources of supply will include prospecting, digging of test pits, determination of quantities available, removal of overburden, construction of connecting roads, and all other expense of this nature.

Hauling:

In considering bids for surfacing, preference will be given to proposals contemplating team and wagon hauling or hauling with caterpillar tractors with trailers. Bids will be considered, however, based upon truck hauling, and contractors are requested to submit alternate bids contemplating those two different classes of hauling. The bidder must state definitely in his proposal what means of hauling he proposes to use.

For team or tractor hauling, wagons or trailers must be equipped with steel tires of a width not less than six (6) inches.

All hauling, either by truck, tractors, or teams, shall in so far as practicable, be done over the surfacing as it is placed, and shall be distributed over the width of the surfacing with a view to uniformly compact the entire surface.

The hauling for all of the bottom course to be constructed from any one particular source of supply, shall be completed before hauling for the top course from the same source is commenced.

Spreading, Harrowing and Dragging:

Spreading shall be done in any manner desired by the contractor, provided the method used is not considered detrimental to the final result.

At frequent intervals during the construction of each course, the surfacing shall be harrowed and dragged. The purpose of this harrowing and dragging is to maintain at all times a uniform and smooth surface, keeping all ruts filled as fast as they develop. This work will be required to be done in accordance with the instructions of the Engineer.

Sprinkling and rolling will not be required.

Finishing:

After the surfacing is completed and all construction hauling done, the earth shoulders shall be graded up, and the entire roadbed section shall be trimmed up and finished to the uniform grade and section indicated in the plans.

Payhaul:

In the price bid for broken stone surfacing, it is understood that the cost of loading and hauling to a point one mile from the point of loading is included. This one mile haul from the point of loading shall be considered free haul.

On all material hauled more than one mile from the point of loading, pay haul will be allowed at the price bid per yard mile for "Pay haul". For purposes of measurement, of payhaul, the section to be surfaced from any given point of loading will be divided into one mile units beginning at a point one mile from the point of loading. The payhaul on each cubic yard of material deposited in the first mile beyond the free haul limits willbe one yard mile; on each cubic yard deposited in the secondmile beyond the free haul limits, two yard miles; and thus up to the end of the haul.

Measurement and Payment;

The price bid for broken stone surfacing shall include the preparation of subgrade; the furnishing, loading, hauling and spreading of materials; the harrowing dragging, compacting and finishing the top and bottom courses; the trimming up and finishing of the earth shoulders and roadbed section; and all other work incidental to the construction complete of a finished and satisfactory broken stone surfaced roadbed; except, however, that on broken stone hauled more than one mile from the point of loading, payhaul will be allowed as above specified; and further that payment will be made for all roadbed or ditch excavation involving reasonably measurably quantities.

TALUS SUB-SURFACING

Purpose;

It is contemplated that on some rock fills and in some rock cuts, it will be desirable to fill up inequalities and irregularities in the subgrade with a cheaper material than the broken stone in surfacing. Over such sections, a sub-surfacing of Talus will be constructed.

Method of Construction;

Over such sections of the roadbed as the Engineer may direct, the contractor shall place a course of talus material to be obtained from sources convenient to the work. This course shall be of such thickness as may be required to bring the roadbed to proper grade and cross-section and shall, in general, be the full width of the roadbed. Where the material does not readily drop into and fill the interstices in the rock, the contractor will be require d to fill all openings as far as possible by hand raking or other means.

Care must be exercised in spreading this sub-surface course to avoid any detrimental disturbance of the subgrade. The sub-surface material shall be leveled to a true and uniform surface suitable for use as a base for the broken stone surfacing.

Quality of Material;

The Engineer shall designate the sources from which material shall be obtained and he shall reject all material which, in his opinion, is not equal in quality and grading to the best available within reasonable hauling distance. No adjustment will be made on account of any loss of anticipated profits that may result from the lengthening or shortening of the payhaul distance.

Materials to be Secured by Contractor;

The Contractor will be required to furnish and develop all slides or other sources of material and all cost in connection therewith shall be understood to be included in the unit price bid for sub-surfacing materials.

Payhaul;

In his price bid for "Talus Sub-Surfacing", the contractor includes the cost of hauling and loading all material to a point one-half mile from the point of loading and this one-half mile shall be considered as free haul.

On materials hauled more than one-half mile, the unit price bid per mile for payhaul on broken stone surfacing shall be allowed, the payhaul to be figured on the same basis as for broken stone surfacing except that the free haul shall be one-half mile instead of one mile.

Measurement and Payment:

The quantitiy of Talus Sub-surfacing to be paid for shall be the number of cubic yards, loose measure, delivered and incorporated in the work. The price bid shall include the furnishing, loading, hauling for one half mile, spreading, raking, and all other work incident to the completion of the subsurface course. Payhaul will be allowed as stipulated above.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST-OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.
Engineering - Post Roads,
Oregon F.A. 41.

RECEIVED
MAY 18 1920

May 17, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

An inspection has been made of the Mayville-Thirty Mile Creek Section, John Day Highway, proposed Oregon Federal Aid Project No. 41.

We are recommending the approval of the project statement. It was noted during the inspection that several important changes were being made in line and grade and some revisions were suggested to the Resident Engineer at this time. If it is possible, we would like to have the final located line shown on the plans which you submit to this office.

Another thing that came to our attention is the fact that only two classifications for excavation are shown in the estimate. There seems to be some misunderstanding in regard to this matter, namely,- that this office will not allow three classifications. This might have been the requirement at some time in the past, but at present we are approving estimates containing three classifications.

If you think that better rates can be obtained by inserting an intermediate classification, we will have no objection to your doing so.

ANSWERED

Noted good

Yours very truly,

J. A. Elliott

Acting District Engineer,

May 11, 19201

File: P.R. No. 41

Mr. H. O. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

In connection with the plans for the Mayville-Thirty Mile Creek Project, we find that the locating engineer has contemplated the use of rubble masonry abutments for three short span timber structures, and that he has also estimated for a 3x4 arch culvert of rubble masonry. Due to the fact that we have no standard plans to cover structures of these types, and have no information upon which to base special designs, we are substituting for the rubble masonry abutments, the ordinary timber abutments, and for the masonry culvert, double 30" pipe culvert. If there is any reason why these changes should not be made, kindly advise us at once.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1.

In your reply please
refer to file No. ______
Engineering - Post Roads,
Oregon F.A. 41

Postoffice Building,
Portland, Oregon.

May 3, 1920.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We hereby acknowledge receipt of triplicate copies of Project Statement and supporting papers for proposed Federal Aid post road project in Gilliam County, between Mayville and Condon known as Mayville-Thirty Mile Creek Section of John Day Hwy.

We have given this project our number 41.

Very truly yours,

District Engineer.

Noted
SAP
[illegible]

STATE Oregon

PROJECT No. 41
(Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) April 27, 1920

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Acts. Chapter 175, Laws of 1917 and Chapter 31, Laws of 1920 (Cite statutes and resolutions or orders giving Highway Department jurisdiction.), in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance

1. Local name of road Mayville-Thirty Mile Creek Section of John Day River Highway
2. Located between Mayville and Condon, County of Gilliam
3. Points of beginning and ending Begins at Mayville. Ends at Thirty Mile Creek crossing.
4. Length in miles (gross) 6.9 (net) 6.9

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4356

5. Miles of project used as post route 2.3; miles not used as post route 4.6

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

This section of road is of chief importance as a link in already important intercity and inter-county road as a link in what will eventually be one of the most important through state highways. As soon as the road is opened up on the proposed new location, the mail now carried over the old road will be carried over the entire length of the new road.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Link in an important through state highway

11. Improved roads adjacent or contiguous and type of each Connects at both ends with macadamised roads, graded to high standards of alignment and grade.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (a) trucks 50, (b) passenger motor vehicles 70, and (c) horse-drawn vehicles 40

13. Local traffic, approximate average daily number of (a) trucks - - - -, (b) passenger motor vehicles - - - -, and (c) horse-drawn vehicles - - - - All through traffic

14. Description and present condition of traveled way

Eight per cent grade, narrow roadbed, rough, no surfacing, Practically impassable in winter.

15. Proposed width of surfacing 14; feet between ditches 20; approximate maximum gradient 5 per cent.

16. Proposed type of construction Grading and Broken Stone or gravel surfacing

17. Location, nature, and extent of deposits of local materials suitable for use on this project Good quality ledge rock available at several points along proposed route
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None
(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State and County
(State or (and) county.)

20. Amount of funds which are will be available for construction: (a) State $10,566.25 and such additional amount as may be required to insure completion. Chapter 31, Laws of 1920
(Amount.) (Source; refer to statute.)
(b) County $75,000.00 See attached resolution of County Court of Gilliam County.

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

(b)

from the following sources:
(Refer to statute.)

22. List of certified copies of resolutions or orders, if any, attached hereto or previously submitted, by State Highway Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

Resolution of Gilliam County Court appropriating County funds.

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project Oregon State Standard Form of Contract and Contractors Bond to be used.

25. Reconnaissance estimate of cost of project:

Made by........ Date April 27, 1920

APPROXIMATE QUANTITY.	UNIT.	ITEM.	PRICE.		AMOUNT.	
	Cu. yds.	Excavation, ___ % rock				
All required		Clearing and Grubbing	Lump sum		$ 1,500	00
	~~Sq. yds.~~	~~Surfacing of~~				
62,000	cu. yds.	Common Excavation		75	46,500	00
27,000	"	Solid Rock Excavation	1	80	48,600	00
7,000	yd. sta.	Overhaul		05	350	00
500	lin. ft.	6" Porous Drain Tile		40	200	00
500	"	12" Culvert Pipe	2	00	1,000	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
80	lin. ft.	18" Culvert Pipe	3	00	240	00
170	"	24" " "	4	50	765	00
80	"	36" " "	7	00	560	00
220	cu. yds.	Rubble Masonry	15	00	3,300	00
500	"	Rip Rap	3	00	1,500	00
160	sq. yds.	Hand Placed slopes	1	00	160	00
36	lin. ft.	Timber Trestle	25	00	900	00
12,500	cu. yds.	Surfacing Broken Stone or Gravel	4	00	50,000	00

Length, 6.9 miles.

Cost, $........ per mile.

Subtotal	$ 155,575	00
10% Engineering and Contingencies	15,557	50
Total	$ 171,132.	50

This estimate approved by:

S. H. Probert

(Title) Office Engineer.

26. Amount of Federal aid desired $85,566.25
(State in lump sum or percentage, but not both.)

8—4266

27. Payment desired on completion or as work progresses

As work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of State of Oregon, Capitol Building, Salem, Oregon.

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION,
(Official title of Highway Department.)

By

Chairman
(Title of officer.)

By

Commissioner
(Title of officer.)

By Ed E Kiddle.

Commissioner.
(Title of officer.)

8—[illegible]

[illegible] 46

6.9
6.4

PR?

February 16, 1920.

File: 11PB

11PB

PR 4!

Mr. H. C. Bennett,
Division Engineer,
Pendleton, Oregon.

Dear Sir:

In accordance with your letter of February 14th, we have assigned job prefix 11PB to cover the grading and macadamizing of the Mayville-Thirty Mile Creek Section of the John Day River Highway in Gilliam County.

Inasmuch as the contract for this work has not yet been awarded, I wish to call your attention to the importance of not allowing charges properly a part of the survey and preparation of plans to be charged under the construction prefix. You will recall that in several instances, on the Columbia River Highway, charges in connection with line revisions which ~~are~~ were essentially a re-survey, were charged under construction numbers, which very greatly confuses our cost records and will make it appear that we desire to cover up the actual cost of surveys.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-HE

January 16, 1920.

File : Project No. 41

The County Court of Gilliam County,
Condon, Oregon.

Gentlemen:

In connection with the improvement of the Mayville-Thirty Mile Creek Section as a Federal Aid Project, it will be necessary that we have a resolution from your County Court appropriating funds for this project in accordance with the general understanding as to the amounts of cooperation upon this Project by the County, Federal Government, and State. We are accordingly sending you herewith three copies of a more or less standard resolution which we are using for this purpose. We would be pleased to have you pass this resolution, or a resolution embodying the same important features, and furnish this office with three signed or certified copies. We would appreciate your early attention to this matter in order that unnecessary delay may not result.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

[illegible]

C. C. to M. O. Bennett

CONTRACT#266
SEE:
CONTRACT#262

330

266 JEB: Contra [illegible]

CONTRACT #268

PR 46 Ontario-Snake River 1920-1921

268

Feb. 18, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-46

Dear Sir:

We are in receipt of your letter enclosing a copy of letter from the Chief Engineer relative to supporting documents regarding extension of time on the Ontario-Snake River Section, Oregon Federal Aid Project No. 46.

Herewith we are sending you two certified copies of each of the following exhibits:

Letter from Gilmore and Ritchie addressed to Mr. R. H. Baldock, Division Engineer, requesting an extension of time.

Letter from Mr. Baldock recommending that this extension be granted.

Letter from Nichols and Hallock in re. to request for extension and containing consent of surety.

Extract from minutes of Highway Commission granting extension.

We are at loss to understand the reason for which our ordinary method of quoting an extract from the minutes of the Highway Commission has not been accepted on this project, and are taking up the question of the correct method of procedure in another letter.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J. W. DeSouza,
ET
Enc.

NOTED

Jan. 10, 1921.

Messrs. Gilmore & Richie,
Box -142,
Baker, Oregon.

File 23-PC

P.R. #46

Gentlemen;

Your letter of Nov. 8th addressed to our Division Engineer, Mr. R. H. Baldock, and requesting an adjustment to cover an alleged excess of cement used in the paving of the Ontario-Snake River Section, has been referred to us for action.

After giving the matter thorough consideration, it does not appear that such a claim as you submit can be allowed. You were awarded the contract for this work with the understanding that a pavement of certain minimum requirements as regards ratio of cement to aggregate, was to be laid and you were at no time instructed to lay a concrete of richer mix than called for under the specifications. Our Engineer may have told you how much cement was required to meet these specifications, and if he did, it is possible that he erred one way or the other. However that may be, if you delivered an article better than was required, and did so without protest and without prior understanding that extra payment would be made therefor, you certainly were not taking care of your own interests, and there is nothing in your contract which obligates the state to protect you in a case of this kind.

A further consideration is that the specifications under which the work was performed, say nothing of the quantity of cement to be used per square yard of pavement or per cubic yard of concrete. These specifications call for one sack of cement to five and one-half cubic feet of aggregate, and, therefore no showing as to voidage of aggregate or theoretical computation of quantity of cement per cubic yard of concrete, has any bearing on the quantity of cement that should or should not have been used.

We trust that you will not feel that we have been unreasonable in rejecting this claim, and that you will see that in the interest of the State and as precedent, we can not do otherwise.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP;ET
c. c. to R. H. Baldock.

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

January 7, 1921

F.a. # 46

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Attention - Mr. F. S. Probert

Replying to your letter of December 27th relative to the Ontario-Snake River Section, Malheur County, I would state that the amount of cement called for in a 1-2-3½ mixture, voids being taken at 45%, which is the customary assumption, is 1.61 bbls per cubic yard of concrete. This amount is figured on 4 cu. ft. to the barrel of cement.

It is the general practice to assume 3.8 cu. ft. to the barrel and in this case 1.68 bbls. of cement would be required per cubic yard of concrete.

1.61 bbls. to the cubic yard would be equivalent to 1.07 sacks per sq. yard.

1.68 bbls. to the cubic yard corresponds to 1.12 sacks per sq. yard and this would be the amount of cement which the ordinary engineer would require in the work.

It is seldom that the voidage is as low as 40%, and it is customary throughout this country to assume the voidage at 45%.

In case this matter had been referred to me at the start, I am very sure I would have recommended the use of 1.12 sacks per sq. yard of pavement and would have thought I was using the amount required in the specifications.

Very truly yours,

E. W. Lazell

EWL-S

Jan. 4, 1921.

Mr. H. A. Arenson,
Ontario, Oregon.

File PR-46

Dear Sir;

Your letter of December 29th to our Division Engineer, Mr. R. H. Baldock, has been referred to this office. In reply thereto we have to advise that the total yardage of concrete pavement allowed in the final estimate to Gilmore & Richie for the work under their contract covering the section of the Old Oregon Trail between Ontario and the Snake River Bridge was 8,393 Sq. Yds.

The final payment in connection with the work has not yet been made due to the fact that the contractors are claiming an allowance for an excess of cement used, which claim has not yet been adjusted.

We are today putting through a semi-final payment, however, for an amount in the neighborhood of $4,000.00 and after this payment is made, we will have retained an amount in the neighborhood of $800.00 to be allowed upon the final payment.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:MT
C. c. to R. H. Baldock.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST-OFFICE BUILDING
PORTLAND, OREGON

February 17, 1921.

P.P. 46

FEB 18 1921

State Highway Commission,
Salem, Oregon.

Gentlemen:-

We enclose herewith copy of a letter from the Chief Engineer relative to the time extension granted for Oregon Federal Aid project No. 46. You can undoubtedly furnish us with certified copies of the correspondence requested.

This again emphasizes the importance of furnishing us with certified copies of correspondence formally granting extension of time in each case where the time limit is overrun. We have previously requested, both in writing and verbally, that the following papers should be furnished us when an extension of time is granted:-

Request from the contractor for the extension of time and stating reasons therefor, accompanied by a letter from the bonding company consenting to such time extension.

Letter from the State Highway Engineer to the contractor granting such time extension.

This correspondence should be sent to us in duplicate and should be certified.

We suggest that at this time you review all Federal Aid projects that have not been completed and formally grant an extension of time as outlined herein.

Yours very truly,

C H Purcell

District Engineer.

ans 2/19

J-1

February 9, 1921.

RECEIVED
FEB 15 1921

P.R. J6

Mr. C. H. Purcell,
District Engineer,
P. O. Box 4167,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of final voucher in triplicate for Oregon Federal Aid Project No. 44 in the amount of $6,915.22.

The State Highway Engineer in his letter dated January 19, 1921, advises that the contractors were granted an extension of time to October 31, 1920.

Attention is invited to wording of contract, page 16, which states that the Engineer upon request of the contractor (stating the reason for the request of a time extension) may extend the time of the completion of the work under this contract. "Provided that any such extension of time must be in writing."

In compliance with the Solicitor's ruling, it is necessary that we have certified copies of such correspondence as there may be between the State and the contractor relative to extension of time or we shall be forced to deduct our pro rata share of the liquidated damages accrued as provided by contract.

The voucher otherwise checked is being held in this office for such information as you may submit.

Very truly yours,

fan-mlw

Chief Engineer.

Jan. 25, 1921.

Mr. E. A. Arneson,
Ontario, Oregon.

File 72-48

Dear Sir:

Replying to your letter of Jan. 22nd we have to advise that the total amount of excavation allowed under the Gilmore & Riehle contract for the paving of the Ontario-Snake River Section of the Old Oregon Trail is 2,[illegible].7 cubic yards.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

[illegible]

JAN 21 1921

2203.

[illegible]

ANSWERED
S. H. Probert

[illegible]

December 27, 1930.

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

PR. #46

Dear Sir:

For your information, we are enclosing herewith copies of letters to C. H. Purcell and E. W. Lazell, in regard to Gilmore & Ritchie's claim for excess cement used in connection with the paving of the Ontario-Snake River Section. We expect to be able to give you a final decision on this matter within a short time.

If after reading the enclosed letters, you think of anything further which might be of importance in the making of the decision, we will be very glad to hear from you.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-MM

December 27, 1920.

Mr. E. W. Lazell,
537 Railway Exchange Bldg.,
Portland, Oregon.

P.R. #46

Dear Sir:

Gilmore & Ritchie, contractors on the paving of the Ontario-Snake River Section in Malheur County, have submitted a claim for cement used in the construction of this pavement in excess of what they claim was required under the specifications.

Mr. Baldock informs us that the number of sacks of cement to be used per square yard in this pavement was approved by you, and in view of this fact, we would like to have your opinion as to whether or not the claim of the contractors should be allowed. As this is a Federal Aid Project, we have already written to Mr. Purcell in regard to this claim, and as our letter to him sets out in detail all of the circumstances involved, we are enclosing a copy of same for your information instead of repeating this information in this letter. We would be glad to hear from you at your earliest convenience in regard to this matter.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SHP-AM

C.C. to R. H. Baldock.

December 24, 1920.

Mr. C. H. Purcell,
Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

P.R. #46

Dear Sir:

We would like to have your opinion in regard to a claim which has been made by Gilmore & Ritchie, contractors for the paving of the Ontario-Snake River Section, Federal Aid Project No. 44. This claim is for cement used in excess of what they now claim was required under the specifications.

The specifications call for a 1:2:3½ mix with a barrel of cement considered as having a volume of four cubic feet.

Our engineer, without making voidage tests on the aggregate, computed the quantity of cement required per square yard of six inch pavement, to be 1.12 sacks, and the contractor used this amount, accepting the figures of the engineer without objection. No voidage tests were made upon the aggregate during the progress of the work, so no information is available as to what the average void was, but after the work was completed, the contractor found from consulting tables that on a four cubic foot per barrel and 40% voidage basis, only 1.03 sacks of cement instead of 1.12 sacks would be required per square yard of pavement.

It is quite apparent that the engineer in arriving at his figure of 1.12 sacks used a basis of 3.8 cubic feet per barrel and 45% voidage. With the voidage of aggregate unknown, the assumption of a 45% voidage would seem to be in accord with general practice, but, of course, under the specification, the quantity of cement must be figured on a four cubic feet basis. This would give 1.075 sacks per square yard.

If the contractor had objected to using 1.12 sacks per yard at the start of the work, we would undoubtedly have accepted 1.075 sacks, as we figure that this is more nearly correct. We are somewhat in doubt, however, as to whether it is good business to consider a claim of this kind after the work is completed. It would seem that it was as much the duty of the contractor to see that he did not furnish more than the specifications called for, as it was the duty of the engineer to see that he got all the specifications called for.

We are taking the matter up with you, thinking that you may have had experience with a similar claim.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

CHP-AEH

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING,
PORTLAND, OREG.

December 27, 1920.

P.R. #46

[illegible]

State Highway Commission,
Salem,
Ore.

Gentlemen:-

We are advised in your letter of December 24 that the contractor has claimed compensation for alleged extra cement used in the construction of Oregon Federal Aid project No. 46.

You will note that the specifications for this particular project call for a 1:2:3½ mix with a barrel of cement considered as containing a volume of four cubic feet. The specifications say nothing about the quantity of cement that shall be present in a square yard of finished concrete pavement six inches thick. The method to be used in arriving at the proper quantity of cement would be to measure one volume of cement and 5½ volumes of sand and gravel into the mixing machine. The relative amounts of sand and gravel could be varied according to void tests made by the engineer but the relative volume of cement to the combined volume of sand and gravel should bear the constant ratio of 1:5½. These specifications make no requirements concerning the amount of cement in a square yard of finished pavement.

It is evident, therefore, that the engineer exceeded his authority in demanding 1.12 or any other number of sacks of cement in a square yard of finished pavement which exceeded the amount required by the specifications. It is also fair to assume that the contractor should have filed a claim prior to the beginning of the work if the orders of the resident engineer were deemed arbitrary. We do not have all the facts at our disposal and for this reason cannot say whether the claim is a legitimate one and should be paid by the State.

The view point of this office is this. We would have approved the project for a 1:2:3 mix if it had been originally so presented. Again, the excess cement used either increased the quality, if the standard thickness was used, or improved the stability of the pavement if the subgrade was low and a greater thickness of pavement was laid than required by the specifications. For this reason we are willing to pay Federal Aid on the extra cement used provided the amount of cement used on the project can be properly established and the item is presented as a contingency.

Under your new standard specifications to be used on Oregon Federal Aid project #49 the fecurrence of this matter will be prevented by the clause specifying 1-2/3 bbls. of cement per square yard of finished pavement and a two per cent variation either way from this amount.

Yours very truly,

District Engineer.

FORM 4 15M-8-20

BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE } COMMISSIONERS
ED E. KIDDLE, ISLAND CITY
ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
December 13, 1920.

23 PC-

P.R. #46

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert,

Dear Sir:

I inclose herewith claim from Messrs. Gilmore & Ritchie, contractors, Ontario-Snake River paving, Old Oregon Trail in Malheur County. You will note that they claim amount of $650.00 for excess cement used in this pavement, stating that the actual amount required on volumetric basis did not equal 1.12 sacks per sq. yd. of pavement, as stated in the daily report sheets, which was apparently figured from Fuller's formula. Before the daily report sheets arrived I computed this amount and gave to Mr. Smith to use, and it was the opinion of Dr. Lazelle that this much cement should be used. In order to be sure that the required amount of cement was secured on a true volumetric basis very accurate and repeated tests for voidage should have been made, and the amount changed from time to time, according to indicated tests. In my opinion the contractor is not at all certain as to what amount should have been required on a strict volumetric basis, as he made no voidage tests, and I do not see how the Highway Commission can allow him the same. There may have been an excess amount of cement used, as stated by Mr. Smith, the exact amount of which would be purely a guess.

[illegible] 1920

FORM 4 15M-9-20

BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

23 Pc- H Nunn 2

Tp prevent a repetition of this circumstance I would suggest that the general specifications should be changed, specifying the exact amount of cement required per square yard of concrete pavement, upon which the contractor would base his bid. If more or less cement was used than stated in the specifications, the amount so used would be added or deducted from his estimate at the completion of the work.

I would like to hear from you, both in regard to Messrs. Gilmore & Ritchie's claim, and the matter of change in specifications above referred to.

Kindly return inclosed correspondence.

Very respectfully,

R H Baldock

Division Engineer.

RHB/V

Incls.

OREGON STATE HIGHWAY COMMISSION

Ione Oregon Nov. 28,1920.

In Re:- Amount of cement on 23 P C

DEC 14 1920

RECEIVED
DEC 1 1920

Mr. R.H.Baldock
Division Engineer

Dear Sir:-

In regard to Gilmore and Ritchies claim for extra compensation due to excess in the amount of cement used over what they had figured in bidding or what they should have been required.

You will remember that I discussed this question several times with you -once when Mr. Lazell was present-and the opinion of yourself and Mr. Lazell was that 1.12 sacks should absolutely be required per Sq. yd of pavement.This is the amount that you figured from Fullers formula and is also given on the daily report sheets as being the required amount.

Therefore I insisted on having as near that amount of cement as it was possible to get without undue refinement,checking the sacks at the end of every 30 ft. section of pavement.The amount of cement actually used was about 59 sacks per. section of pavement,or 1.105 sacks per sq. yd. , or 1.66 bbls. per cu. yd.

But to get this amount of cement in a section required the placing of an arbitrary amount of cement in every batch over that which we determined by strict volume measurements of the wheelbarrows. In other words if I put one sack of cement, 2 cu. ft. of sand and 3 1/2 cu. ft. of gravel to the batch ;measured in calibrated wheelbarrows as carefully as possible;when I had finished a 30 ft. section I would not have used 60 sacks of cement as required but about 56 sacks.The mortar more than filled the voids causing a surplus, taking less material to make a section than figured by rule.

The material was very well graduated, the gravel having an exceptional lot of the smaller sizes, I have tables and formulae giving the amount of cement required for this mix as all the way from 1,50 to 1,86 bbls per cu, yd, of concrete,

But neverthless the cement was put in regardless of volumetric measurements of wheelbarrows, so as to get the required amount (1,12) sacks per sq, yd, of pavement,

I think that allowing for wastage of materials caused by their own fault that there was an average of 2 sacks [illegible] used per 30 ft. section more than could be arrived at by any volumetric measurement.

I calibrated those wheelbarrows time and again and I am quite positive that this is due to voids in the material.

This would amount to about 87 bbls.

It is my opinion that they bid on a voulmetric basis and not on a specific amount per sq. yd. of pavement.

Yours truly

Res. Engr.

FORM 4 5M-7-20

[illegible]ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
November 10, 1920.

In re- 23 PC- Final Notes.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Prebert.

Dear Sir:

Under separate cover we are sending you the final estimate for the Ontario-Snake River paving. In this data you will find material receipt books, daily report books, field notes, platted cross sections and estimate on form 23.

Hoping this data is complete with the necessary information for the final check, I am

Very respectfully,

RHBaldock

Division Engineer.

By W C Crews

WCC/V

RECEIVED
NOV 12 1920
STATE HIGHWAY ENGINEER

Baker, Oregon, November 8, 1920.

Mr. R. H. Baldock,
District Engineer,
Baker, Oregon.

Dear Sir:

We desire to call your attention to the amount of cement used in the concrete pavement constructed by us at Ontario.

The original specifications called for a 1 - 2 - 3$\frac{1}{2}$ mix. with one sack of cement in its original package, considered as one cubic foot in volume. As the sand and gravel used in this work averages very close to forty percent voids the amount of cement required per cubic yard would be approximately 1.55 barrels or a total of 2168 barrels for the entire 8390 square yards, or 1.03 sacks per square yard.

After constructing a section of the pavement 750 feet long, 8 feet wide and 6 inches in thickness, a total of 667 square yards, the mix. was changed , upon orders from the Highway Engineer's office, and the contractor ordered to use 60 sacks of cement in each section, or 1.12 sacks of cement per square yard of pavement. The difference, then, in the amount of cement used was 0.09 sacks per square yard or 695 sacks-or 174 barrels.

As a check upon these computations you will note that the required amount of cement, based upon the above percentage of voids, is 2334 barrels, while the amount of cement actually used was 2330 barrels, or a discrepancy of only 4 barrels.

Taking the amount of cement which would have been used, had the original specifications been adherred to, from the amount actually used, there is found a difference of 162 barrels. It is evident, therefore, that the cost to the contractor has been increased by the sum of approximately $650.00, exclusive of the expense of handling this additional amount of cement, and this sum represents a direct gain to the State and a direct loss to the contractor, unless he is computed in this amount by the State Highway Department.

I most earnestly request that you give this matter full and proper consideration to the end that due compensation may be made to us for the above amount.

RECEIVED
NOV 9 1920
Ans'd

Yours very truly,

Gilmore & Ritchie
By A Ritchie

A 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section Ontario-[illegible] **Date** Oct 30, 1920

Week from Oct 25 **to** Oct 30

Highway Old Oregon Trail **Job Prefixes** 23 P C

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Malheur

Survey will be completed about .... **Number in party** [illegible]

Camp location Ontario

Mail address Ontario

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Work will be finished tomorrow. Finish in good shape. [illegible] from 0–394. Half width [illegible]. Remainder of width can be opened Nov. 3rd.

NOTED
B GLAISYER

[illegible]
NOV 1 1920

Signed ....

Title Res. Engr.

October 16th, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-46

Dear Sir:

Herewith we are enclosing four copies of voucher in the amount of $ 8,415.51, covering work done from July 13th to September 25th, 1920 on the Ontario - Snake River Section, Oregon Federal Aid Project No. 46.

261

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. W. DeSouza,
ET
Enc.

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

October 6, 1920.

MEMORANDUM FOR THE DISTRICT ENGINEER AT **Portland, Oregon.**

The project agreement and certificate to cover **Oregon** project No. **46** have been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LEB/fm

Copy for State Highway Department

Form P. R. I. 2

State Oregon

Project No. [illegible]

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

READ BY
DIST. ENGR.
FILE

RECEIVED
SEP 10 1920

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form P. R. 1. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of Sept 1920, by and between the State Highway Commission of Oregon, ~~constituting~~ for the purpose hereof, the Highway Department of the State of hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 28th day of April 1920, a project statement, which was approved by the Secretary on the 12th day of July, 1920, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 24th day of August, 1920 and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of fifteen thousand, three hundred and seventy-two and 33/100 dollars ($15,372.33) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

* (a) By the State In accordance with Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920. By act of the Legislature of (date and citation), appropriating dollars.

* (b) By the Count of By tax levy or bond issue authorized by act of (date and citation).

* (c)

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between survey sta. 0+00 on east city limits of Ontario and survey sta. 47+04.8 at west end of Snake River Bridge terminal points, a distance of 0.891 miles, known locally as the Old Oregon Trail, Ontario-Snake River Section, Malheur County.

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States prorata share of the cost of said project shall not in any event exceed (*a*) the said sum of fifteen thousand, three hundred and seventy-two and 33/100 dollars, certified to the Secretary of the Treasury as above mentioned, being fifty per cent of thirty thousand, seven hundred and forty-four and 67/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ....~~

~~.. (Official or depository.)~~

~~hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... (State or county.) of .... (Name.)~~

~~(Strike out if not appropriate.)~~

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer, Salem, Oregon
(Official or depository.)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of
(State or county.)

Oregon
(Name.)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimoucly adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: ....
(Include reference to statute making appropriation and probable amount annually available.)

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 24th day of August, 1920

State Highway Commission of Oregon

By S Benson

Chairman, State Highway Commission.

By R A Booth

Member, State Highway Commission.

[SEAL.]

By Fred E Kiddle

Member, State Highway Commission.

By ....

(Title of officer.)

By ....

(Title of officer.)

By ....

(Title of officer.)

[SEAL.]

E D Ball

Acting *Secretary of Agriculture.*

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey sta. 0+00 on east city limits of Ontario and survey sta. 47+06.8 at west end of Snake River Bridge locally known as the Old Oregon Trail, Ontario-Snake River Section, Malheur County and designated in the records of this Department as Project No. 46, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $30,744.67 as the total estimated cost of said project, and the sum of $15,372.33 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 24th day of August one thousand nine hundred and Twenty, as witness my hand and the seal of the Department of Agriculture.

E D Ball
Acting Secretary of Agriculture.

October [illegible], 1920

23 PC

Van Petton Lumber Company,
Ontario, Oregon.

Attention Mr. E. Van Petten.

Gentlemen:

Replying to your letter of September 29th regarding advances in freight rates on cement for paving the Ontario-Snake River Section which has been carefully read.

In view of the fact that this contract provides for a definite schedule of prices for completed units of this work, it is not thought that an increase beyond the contract prices to cover advances in freight could be consistently granted under the law, not considering the extremely bad precedent, and for that reason it is necessary to decline your claim.

You will understand that there are many other contractors caught in the same predicament with advances in materials, labor and supplies of all kinds since the contracts were let, who might logically ask for relief on a similar basis.

On some of our contracts, which extended over two season periods, we inserted a provision that the bid should be based on freight rates at the time of letting and that if reduced the advantage would accrue to the State and if advanced the increase would be paid by the State, as it was thought by eliminating the uncertainty, a better bid might be secured. It is presumed that the work of the Idaho Commission, to which you refer, is being carried out under a similar clause.

On a large job which we are doing with day labor, we have protected ourselves by an f.o.b. quotation on cement on the job.

On the particular job you have in mind, since it is a relatively small job, and called for completion within a very short time, it was not thought necessary at the time of the letting to provide against changes in freight rates, consequently this clause was not included.

I trust that I have made our position clear in this matter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

PETTEN LUMBER COMPANY

RETAIL LUMBER YARDS

ONTARIO, OREGON

REFERRED TO
[illegible]
BY H. N.

RECEIVED
OCT 1 1920

Sep 29,1920

Roy A Klein, Secrteray State Highway Commission
Salem, Oregon
Dear Sir

This company is furnishing Gilmore & Ritchey, contractors, cement forpaving on Oregon Trail between Ontario and Snake River bridge which is nowunder construction

On account of railroad conditions it has been physically impossible to put the cement all on this job before the advance in freight rates effective August 26th

Sevreal cars have arrived since that time with freight rate advance from Utah mills, and as the mills will not stand the additional cost of delivery since that time a conrtoversy has arisen between us and the contractors as to who shall stand the additional freight on the delivery of the cement

We feel sure that the contractor has taken this work at such a low figure that he cannot stand the additional freight without loss and we know that selling the cement on a margin of 15¢ per bbl which the mills allow us for selling contracts of this size that we cannot afford to pay an advanced rate of 32¢ per bbl from the mills

We are now and have been for some time past sellingcement on highway work under the Idaho Commission and they are allowing the additional freight charge even on coal consumed in the road machinery

I appreciate that what the Idaho Commission may do has no bearing on this case but the idea occured that probably your commission is taking the same action or are making contracts to make additional allowance for this advance. Please advise us at your early convenience the situation in the caes of Gilmore & Ritchey on this work

Respectfully,
VAN PETTEN LUMBER CO
Ec van Petten
President

VP-S

FORM 4 5M-7-20

BENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RR
X6

Baker, Sept. 23, 1920.

In re: 23 PC- Force Order Bill.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Inclosed please find bill of Gilmore & Ritchie, contractors on the Ontario-Snake River paving, Contract No. 268, amount $185.01, for extra work laying pavement for eight foot strips, account of Force Order No. 1.

Very respectfully,

R H Baldock

Division Engineer.

RAT/V

Incl.

FORM 4 5M-7-20

ENSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

Baker, September 15, 1920.

In re: 23 PC- Force Order Bills.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Inclosed please find bills from Gilmore & Ritchie, Contractors on the Ontario-Snake River paving, Contract number 268, as follows:

Force Order No. 2, bill dated August 18, 1920, amount $80.86.

Force Order No. 3, bill dated August 18, 1920, amount $60.89.

Very respectfully,

R H Baldock
Division Engineer.

RAT/v

Incl.

SEP 16 1920

August 21, 1920.

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

P. R. - 46.

Dear Sir:

We are in receipt of your letter of the 19th inst relative to headwalls on the Ontario-Snake River Section, Old Oregon Trail, Contract No. 268, Oregon Federal Aid Project No. 46.

Standard headwall drawing #2001 was submitted to the Office of Public Roads and approved as a standard for co-operation on Post Roads. It was intended that this type of headwall should be used on all Post Road Projects, but early in June Mr. Nunn personally ruled that this type of headwall was not economical, and that standard #2010 should be substituted even though it were necessary to forfeit Federal Aid on the Class "C" Concrete used. For this reason a standard drawing #2010 was used in the contracts for this work when they were prepared. Subsequent to the preparation of this contract we prepared a standard type of headwall which in weight falls between the two previously mentioned drawings. This was given the number 2016, and submitted to the Office of Public Roads for their approval. We have not been advised of the action which they have taken on this standard type, but it is the headwall which we will adopt on Federal Aid Projects, even though it does not meet with their approval for co-operation.

We are enclosing herewith three copies of this standard drawing. #2016, and the headwalls shown are the type which should be constructed on the project in question.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Asst. Office Engineer,

Dictated by J. W. DeSouza,
ET
Enc.

PR 46

OREGON STATE HIGHWAY COMMISSION.

Baker, Oregon,
August 19, 1920.

In re: Ontario-Snake River- Paving Contract.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. DeSouza.

Dear Sir:

Today I received copy of contract No. 268, for paving Ontario-Snake River Section of The Old Oregon Trail Highway, and notice that attached to contract is standard plan No. 2010 for head walls for pipe culverts. This plan is marked: "Not to be used for Federal Aid Projects," and as this work is a Federal Aid Project I presume the plan was inadvertently inserted in copy of contract, and that the head walls to be used should be those shown on standard plan drawing No. 2001. Will you kindly advise me which plan is to be used.

Very respectfully,

R H Baldock

RAT/v

Division Engineer.

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

HY

Ontario - Snake River

August 2, 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

I went over the work on this section on Thursday, July 29th, with Mr. Baldock and Mr. Smith. The contractor had just started placing concrete.

The gravel being used is taken from a pit near the road. At the time of my visit the gravel was taken from under the water and hence would not screen well. As is well known, it is impossible to screen wet gravel unless a washing plant is installed. By orders of Mr. Baldock the work was stopped and the contractor was required to screen the gravel by hand and instructions were issued that no more gravel be taken from the wet part of the pit and that the dry part be stripped and dry gravel and sand furnished. The contractor was also instructed to replace the section of the screen having 1" opening with a sand screen in order to give a better separation of the sand and gravel.

The pavement being placed at the time of my visit was at the end of a bridge approach and was only 8 feet wide, as one-half of the road had to be left open to carry the traffic. This gives a longitudinal joint in the center of the pavement. I recommend that this longitudinal joint be treated the same as an expansion joint and that a layer of felt be placed before the second half of the 16 ft. slab is placed. ???

Reinforcing bars were set in the pavement in order to join the two halves. I recommend that these reinforcing bars be located 6" from the end of each slab where they will act not only to join the two halves of the pavement but also to reinforce the expansion joint in the center of the pavement where it is particularly weak owing to the longitudinal joint.

The contractor should be required to wet the sub-grade in advance of placing the pavement. Also more attention should be paid to the surface finish.

The mixer being used on this job is a small 1 sack mixer driven by gasoline engine and there is no provision for measuring the water used in the mixture. I advised that the contractor be required to obtain a pail to hold the right amount of water and that this be added to each batch in order to procure a mixture having a uniform consistency.

Ontario - Snake River (Cont'd)

There is one sump containing water alongside the road about the center of this job. A tile drain should be placed to drain this sump in order that it may not become full from irrigating and overflow the pavement or weaken the sub-grade. Great care will be required both in ditching and tiling this job, as the land is irrigated on both sides of the right of way and these ditches are generally higher than the surface of the road.

Respectfully submitted,

EWL-S

Report in duplicate

CC - E. Kiddle
R. H. Baldock
H. G. Smith

Form 38

July 26, 1920

Nichols & Hallock,
Sommer Bld'g.,
Baker, Ore.

Gentlemen:

Your letter of July 21st., addressed to the Highway Commission relative to the surety on the contract of Gilmore & Ritchie for the construction of a portion of the Old Oregon Trail in Malheur County, and the bond given in conjunction with said contract, has been handed to me for reply.

The policy of the Commission has been to require a bond executed by a corporate surety company, but in some instances personal surety has been accepted.

The Commission has not had opportunity to pass on this matter as yet, but will do so in the near future.

I am sure that in this, as in other similar cases, the Commission will require a statement from Mr. Proffitt's bank with reference to his financial status, and I would suggest, therefore, that you have him forward this statement at his earliest convenience.

Yours truly,

JMD:AF

Assistant-Attorney General.

LAW OFFICES OF
NICHOLS & HALLOCK
201-2-3-4-5 SOMMER BLDG.
BAKER, OREGON

BLAINE HALLOCK

July 21,1920.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Mr. S.D.Gilmore, of Gilmore & Ritchie, has executed in quadruplicate contract covering a portion of the Old Oregon Trail in Malheur County. He has, also, caused a bond to be properly executed by Gilmore & Ritchie as principal and by T.N.Profitt of this County as surety. It is noted that the statute does not require more than one surety, and as Mr. Profitt can justify without any difficulty, we assume that the bond in its present form will meet with your requirements. We are sending under separate cover four copies of the contract, all of which are executed as aforesaid, and will ask that you return one copy to be delivered to Messrs. Gilmore & Ritchie and one copy for Mr. T.N.Profitt. The Gilmore & Ritchie contract may be sent direct to these gentlemen at Ontario, Oregon.

Very truly yours,

NICHOLS & HALLOCK,
By Blaine Hallock

BH.GMB.

BR
46

Copy for State Highway Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO.____

District Engineer,
204 Post Office Building.
Portland, Oregon.

July 16/20
(Date)

Dear Sir:-

We have today recommended to the Chief of Bureau the approval of the plans, specifications and estimate for Oregon Federal Aid Project number 46.

We are sending you, herewith, two copies of the agreement estimate which will be used as the basis of the project agreement.

Very truly yours,

Chief Engineer.

(Enclosures)
2 copies agr. est.

State 15,372.34
Govt 15,372.33
$30,744.67

Noted

Form 30

Copy for State Highway Department

P.R. 46

B-1.

July 15, 1920.

Mr. C. H. Purcell,
District Engineer,
Postoffice Building,
Portland, Oregon.

Dear Sir:

On July 12, 1920, the Acting Secretary of Agriculture approved Oregon project statement No. 46, involving the improvement of 0.891 of a mile of the Ontario-Snake River Section of Old Oregon Trail in Malheur county, at an estimated cost of $27,066.60, and on which Federal aid is requested to the extent of $13,533.30.

Very truly yours,

Noted

Chief Engineer.

lcb-lba.

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a few days

Form 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Section .... Date ...., 19....

Vale-Brogan. Week from June 27th to .... 20.

Highway .... Job Prefixes June 20th 27th
(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County John Day 25% B 23 PBl, Ontario Snake

Survey will be completed about Malhour Number in party River.

Camp location 4

Mail address Vale, Ore.
(Note.—If telephone, telegraph, freight or express station differs from mail address, please so state)

Same

RECEIVED

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Loaned my party to Mr. Walsh for two and one half days this week, in order that he might complete the preliminary work on the Ontario-Snake River paving. One man having quit, I was very short handed anyway, and while they were helping Walsh out, Mr. Joyce and I went over the drainage on the Vale Brogan line, agreeing together on changes which were satisfactory to the County.

Party now engaged in retracing line near Vale.

Mr. Farnam and another mechanic have been busy all the week going over the tractor to make it available for this job. The machine is certainly in very bad shape, and will require a lot of new parts as well as much work to put in condition for service.

Gardner is getting along well with the bridges. Canyon Creek bridge is done except the painting, false work is in place for the Pole Creek bridge, and they were about ready to slide in the lower chord members when I was there yesterday. Says he will have the Canyon Creek and Irrigation Pipe bridges completed by the 10th.

Have had very little time for the new preliminary estimate on the Vale Brogan line, but expect to get it out by Tuesday.

Have employed one new chain man, and expect another in a few days, having transferred H. Pinney to Walsh.

Signed ....

Title ....

MH:ET

June 22, 1930.

Xa #46

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

Acting in accordance with the recommendations in your letter of June 14th, the Gilmore N. Richie contract for the Ontario-Snake River paving is being drawn to include the price of $.15 per linear foot for shoulder construction.

In your letter you state that it is your understanding that there is to be a macadam sub-base at least three inches in thickness under this pavement, and that you therefore desire to include in your estimate quantities 440 cu. yds. of gravel for base and shoulder construction. We do not believe that specifications call for this sub-base under concrete pavement, and it has not been our practice to construct such a sub-base with any of the other concrete jobs now under construction. It is desirable, of course, to utilize any old gravel which may now exist at the proper grade and elevation as a sub-base for the new pavement, but we do not believe that it is necessary that any new rock be used for this purpose. We are, therefore, allowing the quantities of new gravel to stand at 265 cu. yds., all of which material was intended for use in the construction of shoulders.

Very truly yours.

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

CHP:ET

OREGON STATE HIGHWAY COMMISSION

7.a. #46

Baker, Oregon,
June 14, 1920.

RECEIVED
JUN 17 1920

In Re: Ontario-Snake River Paving.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Replying to yours of the 9th instant concerning bid of Gilmore & Ritchie on paving of Ontario-Snake River Section of the Old Oregon Trail:

I have taken up the matter of bid on shoulders with Gilmore & Ritchie, and they state that they are willing to submit a price of 15¢ per lineal foot for "shoulder construction" and sustain their price of $2.70 per cubic yard, loose measure, for "new gravel for shoulders". This will allow an incorporation in the contract of those features on a standard basis.

Mr. Ritchie explained to me that the bid was gotten up hurriedly, and that they are new men on Highway contract work. In view of the fact that their bid prices on pipe and rock is a little low I would recommend their price of 15¢ per lineal foot of shoulder construction be allowed.

I understand that the base rock under the pavement should be at least three inches in thickness after being compacted. We will scarify the old macadam, and regrade and dress up for finish, and while it is rather a hard matter to definitely estimate the amount of new rock required for this thickness, I believe it will take about 100 cubic yards, accordingly I would suggest that the item "new gravel for shoulders" be changed from 265 yards to 440 yards, a portion of which can be used in base if necessary. You will note in the proposal that it called for 265 yards gravel for base and shoulders and I do not see this would be irregular. While I do not believe we will use more than 60% of the 440 yards I believe it is better to have a safety factor to provide for uncertainty relative to base and shoulder rock required.

I inclose herewith a corrected estimate showing bid prices on our standard basis. You will note that the toal is very close to the job as let.

Very respectfully,

R H Baldock

Division Engineer.

RHB/V

Inclosure.

ANSWERED
S. H. Probert

June 22, 1920.

7a #46

Mr. R. W. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

We are in receipt of your letter of June 14th stating that it will be impossible to divert traffic from all of the section to be paved between Ontario and Snake River, and stating that it will therefore be necessary to lay a part of this pavement in two eight-foot strips. This method of construction is of course undesirable where it can be avoided, but it appears that in this particular case it will be the only method whereby a concrete pavement can be constructed. The Department has had no experience in the construction of concrete pavements in this manner. We would suggest, however, that the two strips of pavement be tied together by means of one-half-inch square bars inserted in the concrete at intervals of about six feet. We would recommend that these bars extend into each section about four feet. We would also suggest that the corners of the pavements along the longitudinal joint be rounded to a radius of one quarter inch, and that after construction, the joint be filled with asphalt.

I have talked this matter over with Mr. Nunn, and construction in accordance with the above recommendations meet with his approval.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SWP:ET

OREGON STATE HIGHWAY COMMISSION

Baker, Oregon,
June 14, 1920.

In re: Ontario-Snake River Paving-Traffic.

#46
J.a.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Traffic census, as taken recently over the Ontario-Snake River paving section between Snake River and the City of Ontario, indicates about 400 motor vehicles a day. The Warren Construction Company, who are paving in the City of Ontario at the present time, are also hauling their materials over a major portion of this road. It is possible to divert a portion of the traffic into right of way along side of proposed pavement, but over a good portion of the line, and especially near the bridge, it will not be possible to divert the travel from the roadbed.

Inasmuch as this is concrete pavement and the traffic should be kept off from 20 to 30 days it is imperative that we devise some method of caring for traffic during this interval. I intend to be in Ontario next Friday and look the situation over carefully, but believe the only feasible method is laying two separate eight foot strips. If I remember, this method was used in the Siskiyou Mountains.

I would appreciate your advice or suggestion as to the result of this procedure. I have discussed this with the contractors, and this method is satisfactory to them.

Very respectfully yours,

RH Baldock

Division Engineer.

RHB/V

ANSWERED
S.H. [illegible]

June 21, 1920.

P. R. 46.

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

In reply to your letter of June 19, regarding concrete mixer for the Ontario-Snake River paving project, wish to advise that we would be pleased to furnish this mixer, which is an Austin Cube 1/3 yard, to Gilmore & Ritchie if they desire it. However, we took occasion to look this matter up and find that the freight charges would be about $162.00 each way, or a total of $312.00 for the use of the mixer, which would seem to be large in proportion to the amount of the job. It would appear that they could probably rig up a mixer which they could secure locally which would serve the purpose and effect a saving over this figure.

There would also be the item of delay. As figured, this would call for shipment of less than carload which would be subject to loading delays and probably delays at division points.

Will you please advise immediately as to Gilmore & Ritchie's wishes in this matter.

Very truly yours,

State Highway Engineer.

RAK/HI

ON STATE HIGHWAY COMMISSION

Baker, Oregon,
June 19, 1920.

In re: Concrete Mixer for Ontario-Snake River Paving.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to paragraph on page 10, Proposals for Paving Ontario-Snake River Section of The Old Oregon Trail:

Gilmore & Ritchie, Contractors on this work, wish to obtain a concrete mixer from the State. They would prefer a mixer for making batch containing about two sacks of cement 1-2-3½ mix.

Will you kindly ship mixer at earliest opportunity to Oregon State Highway Commission, care Gilmore & Ritchie, Ontario, Oregon, advising me when shipped and car number.

Very respectfully yours,

✓

R H Baldock

RAT/V

Division Engineer.

OREGON STATE HIGHWAY DEPARTMENT. OREGON FEDERAL AID PROJECT NO. 46.

Paving Ontario-Snake River Section of the
OLD Oregon Trail in Malheur County.
(Estimate as Basis for Project Agreement.
Based on Contract Prices.)

0.891 Miles of Paving

Salem, Oregon, June 29, 1920.

1,000	Sta. Yds.	Overhaul	@ $ .05	$ 50.00
600	Lin. Ft.	12" Plain Concrete Pipe	1.10	660.00
36	" "	18" Reinf. Concrete Pipe	1.85	66.60
500	" "	6" Porous Drain Tile	.32	160.00
5	Cu. Yds.	Class "C" Concrete	30.00	150.00
3,500	" "	Excavation, No Class	.66	2,310.00
265	" "	Crushed Gravel, Loose Measure	2.70	715.50
8,370	Sq. Yds.	No. 2 Concrete Pavement, 6"	2.65	22,180.50
8,370	" "	No. 2 Concrete Pavement, 7"	3.09	Alternate
2,500	Lin. Ft.	Expansion Joints	.07	175.00
9,414	" "	Shoulders	.15	1,412.10
			Sub-Total	$ 27,949.70
			10% Engr. & Cont.	2,794.97
			Total	$ 30,744.67

Length of Project 0.891 Miles
Cost per Mile $ 34,505.80

State Funds Available,	$ 15,372.34
Federal Aid Requested,	15,372.33
	$ 30,744.67

Federal Aid Recommended $ ________

S. H. Probert
Office Engineer.

Dictated by J. W. DeSouza.
ET

1

OREGON STATE HIGHWAY DEPARTMENT. OREGON FEDERAL AID PROJECT NO. 46

SPECIAL PROVISIONS.

To be used supplementary to the Standard Specifications in connection with the paving of the Ontario-Snake River Section of the Old Oregon Trail in Malheur County.

EXCAVATION.

The standard specifications governing excavation shall apply to this work, except that no classification of excavated material will be made. All excavation, regardless of its classification under the standard specifications, will be paid for at the single unit price bid for "Excavation".

CULVERT PIPE.

Bidders are requested to submit prices upon both concrete and corrugated galvanized iron culvert pipe. Proposals in which prices are not quoted upon both of these types may be rejected as informal.

For corrugated galvanized iron pipe the specification governing the maximum percentages of impurities in the base metal as given on page 18 of the Standard Specifications will be waived and metals carrying impurities not to exceed a total of three-tenths (0.3) of one percent will be accepted.

Except as stated above, bids will not be considered upon culvert pipe which is not fully up to the specifications as given in the Standard Specifications for pipe of the particular class.

POROUS DRAIN TILE.

Under the item "Porous Drain Tile", only clay drain tile of a good grade and of full rated diameter will be accepted. Tile shall be hard burned and free from cracks and fire checks extending into the body of the tile in such a way as to lower its strength.

[illegible] - [illegible] NO. 2

Width and Thickness.

The concrete pavement to be laid under the terms of this contract shall be sixteen feet (16') wide and have a uniform thickness of six (6) inches.

Preparation of Subgrade.

The old macadam surfacing shall be thoroughly scarified, and such part of the rock or gravel as may be required and as is satisfactory for shoulder construction shall be saved and shall be piled along the roadway in such manner as to be conveniently available for use in the construction of shoulders after the pavement is in place.

Such rock or gravel as may exist in the present surfacing where the grade or alignment is such that the surfacing in its present position cannot be utilized as a sub-base for the new pavement shall be taken up and deposited in such places on the work as the Engineer may direct.

The subgrade shall then be reshaped and graded to the grade and cross section shown on the plans or as directed by the Engineer. It shall then be wet and rolled with a self propelled roller of at least ten ton weight until the entire area within the outside limits of the rock or gravel shoulders shall be absolutely firm and unyielding. All soft, spongy, or yielding spots and all vegetable or other objectionable material shall be entirely removed and the space refilled with suitable material and thoroughly compacted.

Wherever new embankment greater than eight (8) inches in depth must be constructed under the area to be surfaced, such embankment shall be constructed in successive horizontal layers not exceeding eight (8) inches in thickness. Each layer shall be rolled with a self-propelled roller of a weight not less than ten (10) tons, until compacted to the full satisfaction of the Engineer. Unless the embankment material is sufficiently damp to compact satisfactorily each layer shall be thoroughly wetted before rolling.

No pavement shall be laid until the grade and crown of the subgrade has been checked and accepted by the Engineer.

The subgrade shall be thoroughly wetted in the evening before concrete is placed upon it, and shall again be thoroughly wetted just before the concrete is placed.

All work incidental to the preparation of the subgrade as specified above shall be understood to be included in the price bid per square yard for pavement, except that all reasonably measurable quantities of excavation required in connection therewith shall be paid for at the unit price bid for excavation.

Finishing Concrete Surface:

Surface shall be struck off by a heavy template, or strike board which shall be moved with a combined tamping crosswise and longitudinal motion to produce a surface free from depressions or inequalities of any kind. When the strike board is within three (3) feet of a transverse joint, it shall be lifted to the joint and the pavement struck by moving the strike board away from the joint.

After the concrete has been struck off, it shall be rolled three times, with intervals of from five to fifteen minutes between rollings, with a metal roller from eight to twelve inches in diameter, and six feet in length weighing approximately one hundred pounds.

Before the surface has completely hardened, it shall be thoroughly floated with a long handled wooden float, and then be finally finished with a light finishing board. The finishing board shall be moved over the concrete a sufficient number of times to produce a smooth and uniform surface, free from bumps and depressions.

In finishing at the ends of the slabs, every precaution must be taken to insure uniformly even surfaces on both sides of the expansion joints. Suitable straddle floats must be used for this purpose, and any excess of concrete on either side of the joint must be removed.

Outside edges of slabs shall be rounded to one-half (1/2) inch radius, and ends adjacent to expansion joints shall be rounded to one-quarter (1/4) inch radius.

Expansion Joints:

Bituminous felt expansions shall extend through the entire thickness of the pavement, and shall project not less than one-half (1/2) inch above the finished surface. Before the road is opened to traffic, the bituminous felt shall be cut off to a height of one-half (1/2) inch above the surface.

Deficiency in Quantities of Cement:

The contractor shall at all times use the full required amount of cement as computed from the quantities of concrete and the specified proportions. If at any time there is reason to believe that this is not or has not been done, the contractor will be required to produce evidence as to the quantities of cement used, and if it can not be shown that the full required amount has been used, there shall be deducted from the contractors estimates an amount computed from the quantity of cement deficient at the unit cost of cement f.o.b. the work.

The above clause is in no way to be construed as relieving the contractor from responsibility under the general provision relating to defective work or materials, under which provision, any section or sections, of pavement in which the required quantities of cement have not been used may be ordered removed and replaced, at the contractor's expense, with new pavement conforming to the spirit of the specifications.

Mix:

For the proportions of broken stone or gravel, sand and cement to be used, see clause headed "Concrete No. 2" on page 42 of the Standard Specifications.

Measurement of Portland Cement shall be by weight, and for the purposes of proportioning by volumes, ninety four pounds of cement shall be considered as having a volume of one (1) cubic foot.

Standard Specifications to Apply:

Except as modified by these special provisions, the standard specifications for Portland Cement Concrete Pavement No. 2 shall apply.

Concrete Mixer will be Furnished by State:

In case award is made for concrete pavements, the State Highway Commission will make available to the contractor, f.o.b. Salem, a suitable concrete mixer in good working condition. No charge will be made for the use of this mixer, but the contractor will be required to keep same in a good state of repair during operation, and to return it in good working condition upon completion of the paving work.

Further information in regard to the mixer to be furnished will be provided upon request.

EXEMPTION FROM WAR TAX ON FREIGHT

The contractor will be expected to take advantage of the provision exempting from war tax, all rail and water freight shipments of materials for use on State work. To secure this exemption all shipments must be consigned to the State Highway Commission, care of the contractor, and exemption certificates presented to the transportation company. The necessary exemption certificates will be furnished to the contractor by the Highway Commission upon the contractor's request.

Further than the furnishing of the certificates, the Highway Commission assumes no responsibility in the securing of exemption. All transportation charges on freight consigned to the Highway Commission must be promptly paid by the contractor.

No deductions will be made from the contractor's estimates to cover the saving resulting from war tax exemption, but it is understood that this saving is taken into consideration by the contractor in figuring his bid prices, and that the State benefits to the full amount thereof.

PR
46

June 9, 1920.

Mr. R. H. Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

Reference is made to your letter of June 5th, and to the bid of Gilmore & Ritchie on the paving of the Ontario-Snake River Section.

Our interpretation of the contractor's bid of $.90 per square yard for "Gravel Shoulders", is that this price covered both the furnishing of gravel and the construction of the shoulder. Apparently the contractor understood that the 265 cubic yards of gravel listed in the bid quantities was to be used as base for the pavement.

As it is not intended that shoulders be constructed of new gravel and of uniform thickness, a bid on a square yard basis contemplating the furnishing of gravel is not practical. Further, there appears to be no reason why we should handle the shoulder construction on this job in a manner different from that used on other jobs. It will be necessary, therefore, that the contract be drawn, giving unit prices for "Shoulder Construction", per lineal foot, and for "Gravel for Shoulders" per cubic yard.

Assuming that the contractor would be willing to furnish gravel for use in shoulders for the same price that he bid for gravel in base, it appears that $.10 per lineal foot for shoulder construction would be equivalent to $.90 per square yard for shoulders complete including gravel.

Would suggest, therefore, that you interview Gilmore & Ritchie explaining to them that there proposal is irregular and that we desire to handle this job on the same basis as all others, and secure from them an approval of a price of $.10 per lineal foot for "Shoulder Construction", and a price of $2.70 per cubic yard, loose measure, for "New Gravel for Shoulders". In case they refuse to accept these prices, have them quote prices which they will accept for these items. The prices accepted will then be incorporated in the contract and this feature of the work will then be on our standard basis.

The last part of your letter of June 5th, is not entirely clear to us, and we do not see how you figure that the basis upon which the contractor bid should result in increasing the bid price $940. In fact, if our interpretation of his bid is correct, and he will accept $.10 per lineal foot for shoulder construction, the contract price will be $940.00 less than the amount of the proposal as submitted.

We are enclosing a copy of the original proposal.

Kindly give this matter your early attention as the contracts are being held awaiting your reply.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]

OREGON STATE HIGHWAY COMMISSION

Ontario-Snake River Section
89/100 Miles

	Overhaul 5¢ per yd.	1000	A	$	50	
12 in.	Concrete Pipe @ $1.10 per Lin.Ft.	600			660	
18 in.	Concrete Pipe $1.85 " "	36	ft.		66	60
	Excavation 68¢ per Yd.	3500	yds.		2380	
	Gravel for base $2.70 per yd	265			715	50
7"	Type A 3.09 per Sq. Yd.	8370	yds.		25863	30
	Expansion Joint @ 7¢ per ft	2500	lin. ft.		175	0
	Gravel Shoulders 90¢ per Sq.yd.	2092	sq. yds.		1882	80
	Class C Concrete $30.00 per yd.	5	cu. yds.		150	
6"	Drain Tile 32¢ per ft.	500	lin. ft.		160	
			Total	$	32,103.20	

6" Pavement $2.65 per sq. yd.

GILMORE & RITCHIE - By A. Ritchie

Box 142

Baker, Oregon

OREGON STATE HIGHWAY COMMISSION

Baker, Oregon,
June 5, 1920.

JUN 9 1920

In re: Ontario-Snake River- Paving.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention S. H. Probert.

Dear Sir:

Mr. Ritchie informs me that he bid on gravel shoulders by the square yard rather than so much per cubic yard for gravel shoulders and so much per lineal foot for dressing. His price for gravel for sub-base and shoulders was $2.65; his price for gravel shoulders 90¢ per square yard. In other words, he would place the shoulders at $5.40 per cubic yard; this would amount to approximately 10¢ per lineal foot for dressing.

This increases our estimate based on gravel for shoulders and lineal feet for dressing by about $940, but inasmuch as the 265 yards shown for gravel for base and shoulders is rather small, I believe it is the best arrangement and will prevent any over run. There are 350 c.y. in shoulders alone.

We will see that the gravel shoulders placed on his 90¢ per square yard bid is 6 inches thick, and use any surplus rock from shaping old macadam is used in the base rather than shoulders. By this arrangement we can probably save the major portion of the 265 c.y gravel for base & shoulders which appears in bid quantities.

Very respectfully,

RH Baldock

RHB/V

Division Engineer.

ANSWERED
S. H. Probert

June 7, 1920.

Mr. R.H.Baldock,
Division Engineer,
Baker, Oregon.

Dear Sir:

This is to acknowledge receipt of your letter of June 5th, with reference to the date of completion for the Ontario-Snake River paving. This date having been shown in the Proposal form as December 30th, was a typographical error, as we had intended to set this date as September 30th, not having had any expression from you in this regard, and desiring to give the contractor plenty of time.

In making up the contract for this work, we will give the date of completion as August 31st. We believe that August 15th is crowding the time somewhat, and in connection with our Federal Aid Projects, we desire to have the time limit sufficiently late to avoid extensions of time, as the Bureau of Public Roads is very insistent that formal action be taken in connection with time extensions. If this is not satisfactory, kindly advise.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP-JW

PP
46

June 4, 1920

File 145

Gilmore & Richie,
Baker, Oregon.

Gentlemen:

This will advise you that you have been awarded the contract for the construction of a 6 inch pavement on the Ontario-Snake River project. The contract will be drawn and forwarded to you for signature within a few days. In the meantime you may proceed to order materials and get equipment at your early convenience.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:EH
cc Mr. R. H. Baldock, Baker, Oregon.

OREGON STATE HIGHWAY DEPARTMENT FEDERAL AID PROJECT NO. 46

ONTARIO-SNAKE RIVER SECTION OF THE OLD OREGON TRAIL

IN MALHEUR COUNTY

(Estimate to Accompany Plans. Not as basis for Project Agreement)

Salem, Oregon May 18, 1920

Quantity		Item	Unit Price	Amounts Type "A"	Amounts Type "D"
1,000	Sta. Yds.	Overhaul	$ .05	$ 50.00	$ 50.00
600	Lin. Ft.	12" Culvert Pipe	2.00	1,200.00	1,200.00
36	"	18" Culvert Pipe	3.00	108.00	108.00
500	"	6" Porous Drain Tile	.40	200.00	200.00
5	Cu. Yds.	Class "C" Concrete	30.00	150.00	150.00
3,500	"	Excavation	.60	2,100.00	2,100.00
Type "A"					
8,370	Sq. Yds.	Pavement	3.00	25,110.00	
265	Cu. Yds.	Broken Stone or Crushed Gravel for Shoulders	2.50	662.50	
2,500	Lin. Ft.	Expansion Joints	.20	500.00	
9,414	"	Shoulders	.06	564.84	
Type "D"					
8,370	Sq. Yds.	Pavement	2.70		22,599.00
775	Cu. Yds.	Broken Stone or Gravel for Sub-base	3.75		2,831.25
380	"	Broken Stone of Gravel for Shoulders	2.50		950.00
150	"	Sand for Filler	1.00		150.00
9,414	Lin. Ft	Shoulders	.06		564.84
		Sub-totals		$30,645.34	$30,903.09
		10% Engr & Contg.		3,064.53	3,090.31
		Totals		$33,709.87	$33,993.40

Length 0.91 Miles
Cost per Mile Type "A" $37,833.74

State Funds Available	$16,854.94
Federal Aid Requested	16,854.93
Total	$33,709.87

Signed;

Assistant Office Engineer.

JWD-MM

STATE Oregon

PROJECT No. 46
(Not to be filled in.)

Form P R 1. 1
BUREAU OF PUBLIC ROADS
U. S. DEPT. OF AGR.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) April 28, 1920

THE SECRETARY OF AGRICULTURE,
Washington, D. C

SIR:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Act, Chapt. 175 Laws of 1917 and Chapt 31 - Laws of 1920.
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State to assumes responsibility for maintenance

1. Local name of road Ontario-Snake River Section of Old Oregon Trail
2. Located between Ontario and Snake River, County of Malheur
3. Points of beginning and ending Begins at East City Limits of Ontario and ends at West end of Bridge over Snake River.
4. Length in miles (gross) 0.891 (net) 0.891

NOTE.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

8—4256

5. Miles of project used as post route none; miles not used as post route 0.891

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

This Section of road serves a large agricultural district lying across Snake River from the city of Ontrio and tributary to that city. It is important also as a section of an interstate and transcontinental highway.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each Ontario at beginning of Project

8. Tolls collected on roads or bridges on this project, if any None

9. Is project part of State's five-year program heretofore submitted? No

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Is a part of an important state highway and connects with one of the State Highways of the State of Idaho

11. Improved roads adjacent or contiguous and type of each Connects with City Streets of Ontario.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (a) trucks 40, (b) passenger motor vehicles 600, and (c) horse-drawn vehicles 45

13. Local traffic, approximate average daily number of (a) trucks 4, (b) passenger motor vehicles 15, and (c) horse-drawn vehicles 5

14. Description and present condition of traveled way Narrow roadbed with light macadam surfacing. Inadequate for present traffic.

15. Proposed width of surfacing 16'; feet between ditches 26'; approximate maximum gradient 1.0 per cent.

16. Proposed type of construction Bituminous or Concrete Pavement

17. Location, nature, and extent of deposits of local materials suitable for use on this project
Rock or Gravel about 1/8 Mile from Project
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet
None
(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State
(State or (and) county.)

20. Amount of funds which will be available for construction: (a) State $13,533.30 and such additional funds as may be required to insure completion of the project.
(Amount.) (Source; refer to statute.)
(b) County None
(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by
(State or (and) county.)
from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project Oregon State Standard Forms of Contract and Contractors Bond will be used.

8—4256

25. Reconnaissance estimate of cost of project:

Made by R. H. Baldock Date April 28, 1920

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
3,100	Cu. yds.	Excavation, 00 % rock		60	1,860	00
8,370	Sq. yds.	Pavement	2	40	20,088	00
400	Cu. Yds.	Crushed Rock or Crushed				
		Gravel for Shoulders	2	50	1,000	00
500	"	Sand Binder	1	00	500	00
None		Structures of 20′ span or under				
None		Structures over 20′ span				
		Other items				
430	Lin. Ft.	12" Reinf. Concrete Pipe	2	00	860	00
36	"	18" " " "	3.	00	108	00
100	"	6" Porous Drain Tile		40	40	00
5	Cu. Yds.	Class "A" Concrete	30	00	150	00

Length, 0.891 miles.

Cost, $ 30,377.77 per mile.

Subtotal	24,606	00
10% Engineering and Contingencies	2,460	60
Total	$ 27,066	60

This estimate approved by:

S. H. Probert

(Title) Office Engineer

26. Amount of Federal aid desired $13,533.30

(State in lump sum or percentage, but not both.)

8—4254

As work progresses

27. Payment desired on completion or as work progresses

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive funds is Treasurer of the State of Oregon, Salem, Oregon

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted, OREGON STATE HIGHWAY COMMISSION

(Official title of Highway Department.)

By CHAIRMAN

(Title of officer.)

By Commissioner

(Title of officer.)

By Commissioner

(Title of officer.)

8—4256

CO.
SECTION

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT   GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	[illegible]
Night Message	[illegible]
Night Letter	[illegible]

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 457 State St., Salem, Oregon
(Telephone 61)

PR 46

B44POED 13 2EX

BAKER ORE 1204PM APR 29 1920

HERBERT NUNN

19

STATE HIGHWAY ENGINEER STATE HOUSE SALEM ORE

ONTARIO EAST ROAD IS NOT A RURAL POSTAL NOR STAR ROUTE

R H BALDOCK
DIVISION ENGR

1236PM

Noted

CONTRACT# 269

PR-21 Astoria-Seaside, Unit 1 1920-1921

269

April 25, 1921

PR-21
#1

Columbia Sand & Rock Co.,
Astoria, Ore.

Gentlemen:

The Secretary of the Highway Commission has handed to me a notice received through the mail by the Highway Commission, which notice states that the Columbia Sand & Rock Company of Astoria have a claim for unloading a barge of sand at the Lewis & Clark Bridge on July 31, 1920, for which service it is claimed the said Company was to receive $56.65.

It is further represented that the sand was used by the Northwestern Construction Company in their contract on the Young's Bay Miles crossing section of the Astoria-Seaside Highway Project.

I am advised by the representatives in the office of the Highway Commission that the State Highway Commission settled in full with the Northwestern Construction Company for said highway work some time last September, and that, therefore, there is nothing due the Company at this time. I take it, however, that your notice is being served in order to comply with the provisions of Section 2991, Oregon Laws.

Yours very truly,

JMD:AF

Assistant Attorney General.

Astoria, Oregon, April 23, 1921.

Hon. Sam Kozer,
Secretary of State,
Salem, Oregon.

Hon. State Highway Commission of Oregon,
Salem, Oregon.

Northwestern Construction Company,
Portland, Oregon.

Hartford Accident and Indemnity Company,
c/o Stuart Levy, Agent,
[illegible] Spalding Bldg.,
Portland, Oregon.

Gentlemen:

NOTICE IS HEREBY GIVEN that the undersigned TORRANCE SMITH and [illegible], co-partners, doing business under the assumed business name of COLUMBIA SAND & ROCK COMPANY of Astoria, Oregon, have a claim for unloading a barge of sand at the Lewis & Clark Bridge on July 31st, 1920, at the agreed and stipulated price for services rendered of $[illegible].65.

The sand was used by the Northwestern Construction Company in their contract on the Youngs Bay miles crossing section of the Astoria-Seaside highway project. That claimant holds this claim against the bond taken from the Northwestern Construction Company, as principal, and the Hartford Accident & Indemnity Company, as surety, for the said work of unloading and handling said sand, which was used in manufacturing the concrete [illegible] used on said road contract, and that one year has not elapsed since the acceptance of this contract by the State Highway Commission of Oregon.

COLUMBIA SAND & ROCK COMPANY
By Torrance Smith

STATE OF OREGON,)
: ss.
County of Clatsop)

I, Torrance Smith, being first duly sworn, depose and say that I am one of the members of the firm of the Columbia Sand & Rock Company; that I have heard read the foregoing claim and same is true and just and there are no offsets against the same, and no part of the same has been paid.

Torrance Smith

Subscribed and sworn to before me this day of April, 1921.

[illegible]
Notary Public for Oregon

My commission expires Feb. 9, 1925.

Seal

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

February 26, 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir;-

Columbia River Highway
Astoria - Seaside section

I went over this section of the Columbia River Highway with Mr. Wanzer on Friday, February 25th.

The grass and brush along the side of the old concrete pavement from Miles Crossing to the cut-off has all been cut out and the largest part of it removed, and this section is in condition to begin the sand fill along the sides.

The old concrete road is in practically the same condition as last fall, with the exception of some few breaks at the further end.

Very little work has been done on the stretch from Seaside to the end of the cut-off. Some bruch has been removed and a short stretch of ditch opened; otherwise nothing has been done on this section. As stated in previous reports the sub-base is in good shape for pavement.

We carefully examined the asphalt stored by the contractor at Warrenton, and in my opinion this asphalt is in as good a condition as any shipment of asphalt which I have seen; in fact, there is less than the customary amount of breakage and seepage.

Respectfully submitted,

EWL-S

NOTED
C. L. GRUTZE

Report in duplicate
CC - C. W. Wanzer

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

8F
21
#1

February 26, 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

On Thursday, February 24th, I drove over the Lewis and Clark road with Mr. Wanzer to the beginning of the new construction leading towards Seaside. The first three miles of this road from Miles Crossing is paved. From the end of the pavement to the second railroad crossing the road is in very fair shape, although somewhat narrow. From this last railroad crossing to the end of the present road the roadbed has been graveled, but the road is very narrow and crooked and there are long stretches where it would be difficult for two automobiles to pass.

We were informed by Mr. Hackett, Roadmaster of Clatsop County, that they expect to have a steam shovel widening out this section within a few days, probably starting next week. Atpresent Mr. Hackett informed us a steam shovel is completing the grade between the end of the old road and Seaside and that this shovel has only about 3000 feet more work to do. Mr. Hackett further stated that the County intends to plank the worst section of the new grade and that he hopes to have it in shape to carry traffic by the first of June.

The object of going over the road was to learn if this road would be in condition to be used as a detour during the paving of the Astoria-Seaside section of the highway. From the information gained it is probable that the road could be used at least for a one-way detour after the first or 15th of June.

Respectfully submitted,

EWL-S

Report in duplicate
CC - C. W. Wanzer

P R 1

#1

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

February 26, 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Columbia River Highway
Astoria - Seaside section

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The old concrete road is in practically the same condition as last fall, with the exception of some few breaks at the further end.

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We carefully examined the asphalt stored by the contractor at Warrenton, and in my opinion this asphalt is in as good a condition as any shipment of asphalt which I have seen; in fact, there is less than the customary amount of breakage and seepage.

Respectfully submitted,

EWL-S

Report in duplicate
CC - C. W. Wanzer

October 29, 1920

Hartford Accident & Indemnity Co.,
c/o John Ker, Agent,
Portland, Oregon.

Gentlemen:

The purpose of this letter is to advise you that we are about to make final payment to the Northwestern Construction Company on account of their contract No. 240, covering the construction of 5000 lineal feet of pavement between Youngs Bay Bridge and Miles Crossing in Clatsop County.

Yours truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

cc. Mr. J. M. Devers, Office.

PR 21

#1

October 19. 1920

Geo. W. Sanborn, & Sons,
Astoria, Ore.

Gentlemen:

The Highway Commission has handed me for my attention a statement from your firm under date of October 11, 1920, claiming a balance due from the Northwestern Construction Company in the sum of $9,091.69 on account of material furnished in connection with the Young's Bay Bridge.

The Highway Commission is not in a position to pass on the merits of claims between the contractor and persons furnishing labor or material. The statute requires that the Commission exact from each contractor a bond in at least 50% of the amount of the contract, which bond is given for the protection of persons furnishing labor and material.

The Highway Commission required the bond from the Northwestern Construction Company and your attention is directed to the provisions of Chapter 61, Laws of 1913, wherein you will find outlined procedure which you may follow should you desire to seek the protection of the bond given in this case.

Any information that the Highway Commission can legitimately give you will be gladly furnished.

Yours very truly,

JMD:AP

Assistant Attorney General.

October 4, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-21

Dear Sir:

Herewith we are sending you two copies of contract, one of which is certified, on the Youngs Bay-Miles Crossing Section of the Astoria-Seaside Project, Oregon Federal Aid Project No. 21.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by J. W. DeSouza,
MT
Enc.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore.F.A.21.

August 13, 1920.

Astoria-Seaside
F.A. #21

State Highway Commission,
Salem,
Ore.

Dear Sirs:-

We are in receipt of your letter of August 6th, transmitting revised estimate and special provisions for Oregon Federal Aid No. 21.

Some revision will be necessary in the special provisions, and we cannot recommend them until these changes have been made. We suggest that it is possible to execute a project agreement for Unit 1 which is now under construction and let the rest of the project go until such time as the specifications are satisfactory. This matter was taken up with Mr. Klein this morning by telephone and he stated that, inasmuch as it was your intention to get the entire project under contract this fall, it would be more satisfactory to you to let the execution of the Project Agreement go until the whole project could be included. We will, as soon as possible, make a review of these special provisions and make such suggestions as we think necessary to properly carry out the work.

If this project is to be constructed under the new specifications to which you refer in your letter, we would suggest that the specifications be prepared at an early date so that we may have time to pass upon them before they are submitted to contractors.

In view of Mr. Klein's statement we will withhold our recommendation until we have heard further from you.

Yours very truly,

Acting District Engineer

TED
I.N.

F.A. #21

September 30, 1920.

Mr. C. H. Purcell,
District Engineer for Bureau of Public Roads,
Post Office Building,
Portland, Ore.

Dear Sir:

The State Highway Commission at a meeting on Sept. 28th ordered some changes in connection with Federal Aid Project #21, which will very materially affect the status of this project as a Federal Aid Project.

The State Highway Commission wishes now to pave only that section between Seaside and Skipanon and to widen out the roadbed over the balance of the section and provide same with a graveled surface until such time as it is in a more suitable condition for paving. We desire, therefore, to ask for Federal cooperation only upon the section between Seaside and Skipanon, which section we propose to surface with a two inch bituminous top on a three inch bituminous base over those parts which now carry no paving. Over those parts which are now paved with a narrow bituminous pavement, we propose to lay a strip of bituminous base along each side and top this new base and the present bituminous pavement with a two inch bituminous wearing surface. The completed pavement will be eighteen feet in width with no shoulders.

We presume that it will be necessary for us to execute a new project statement covering this section between Seaside and Skipanon and we accordingly request that the project statement submitted some time ago be returned to us or that we be instructed as to the manner in which this matter should be handled. If there is any reason why you would not wish to grant your approval of the surfacing of this section with a pavement of the type outlined above, we would be pleased to have an expression from you to that effect in order that there may be no unnecessary delay in connection with the contracting of this work.

Very truly yours,

HERBERT NUNN
State Highway Engineer.

By

Office Engineer.

SHP:CJR

P15
2

NORTHWESTERN CONSTRUCTION COMPANY
GENERAL CONTRACTORS
FOOT OF EAST SALMON STREET
PORTLAND, OREGON

September 30, 1920.

RECEIVED
OCT 1 1920
ENGINEER

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

We are in receipt of your letter of 23rd inst.,also copies of contract for the Youngs Bay-Miles Crossing Section of the Astoria-Seaside project.

In accordance with your suggestion we have had bond executed on all four copies of the contract and Mr. John Ker delivered them to the office of the State Highway Commission at the Court House, Room 420, on Sept. 28, 1920.

Trusting this will be satisfactory, we are

Yours very truly,

NORTHWESTERN CONSTRUCTION COMPANY

By Geo F. Schott
Sec. & Treas.

GFS/CM

OR
2
#1

September 23, 1920

~~A. R. 47~~

Northwestern Construction Company,
Ft. of E. Salmon Street,
Portland, Oregon.

Dear Sir:

Agreeable to your letter of September 22nd I am returning to you the contract for the Youngs Bay-Miles Crossing Section of the Astoria-Seaside project.

Please execute the bond and return to me at your early convenience.

You will note that only two copies are returned that being all that we received. I would suggest that the bond be executed on all four copies and returned for the signatures of the Commission after which we will be pleased to return you one copy for your files and one copy to the surety company furnishing the bond.

Yours truly,

Secretary.

RAK:LM
Encls.

NORTHWESTERN CONSTRUCTION COMPANY
GENERAL CONTRACTORS
FOOT OF EAST SALMON STREET
PORTLAND, OREGON

PF

#1

September 22, 1920.

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to yours of 20th inst. in regard to bond for Astoria paving project, please be advised that it was not our intention not to pay the bond if same was required by you, but under the circumstances we did not see the necessity of furnishing same until after reading Mr. Devers letter.

If you will return the contracts which we sent you we will be pleased to fix them up in regard to the bond.

Yours respectfully,

NORTHWESTERN CONSTRUCTION COMPANY

By Geo. F. Schott Secretary & Treaarer

ANSWERED
ROY A. KLEIN

GFS/CM

Salem, Oregon, September 20, 1920

245

To the Members of the State Highway Commission.

Gentlemen:

I am handing you herewith a letter from the Northwestern Construction Company who hold a contract for the Astoria paving project.

You will recall that this is 3000 lineal feet of concrete pavement and is a relatively small job.

There was a slight delay in writing up these contracts due to pressure of other work at the time and after they were sent out were sent to a Portland address from which they had moved so that there was considerable delay in reaching them, and about this time the job was completed. The company now wish to save the amount of the premium on the bond since the work has been completed.

I referred the matter to Mr. Devers and am enclosing copy of his letter recommending that the bond be required. I am giving you this information at this time as it is probable that a representative of the company will be present at the Commission meeting of September 28th, on this matter.

Very truly yours,

Secretary.

RAK:LM
1 Encl.

5

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

September 18, 1920

Mr. Roy A. Klein,
Building.

Dear Sir:

With reference to the letter of the Northwestern Construction Company under date September 11, 1920, advising that they have not signed the usual contract bond required in conjunction with their contract for construction work at Youngs Bay-Miles Crossing, and giving as their reason for not furnishing the bond, that the work is now completed, and therefore, they conclude no bond is necessary.

I wish to advise that the statute provides that persons furnishing labor or material in connection with this construction work may file their claim and attack the bond at any time within a year after the completion and acceptance of the work.

This being true, if claims for unpaid labor or unpaid material should be filed and urged any time within a year from the completion and acceptance of the work, and the contractor should fail to take care of the claims, the members of the Highway Commission might be embarrassed by reason of the fact that they had failed to acquire the bond. The statute further provides that should the Commission fail to exact the bond, or a sufficient bond, they are individually liable. I believe, therefore, as a matter of protection to the Commission and as a compliance with the statute the bond should yet be required.

Yours truly,

J.M. Devers
Assistant Attorney General.

JMD:AF

NORTHWESTERN CONSTRUCTION COMPANY
GENERAL CONTRACTORS
FOOT OF EAST SALMON STREET
PORTLAND, OREGON

September 11, 1920.

Mr. Roy A. Klein, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Replying to yours of 8th inst. I am returning to you signed contracts for the Astoria paving project.

You will note that Ihave not filled out the bond contract for the reason that we did not apply for any bond and the work is finished, so I don't suppose you will demand one at this time.

Our reason for not signing the contract sooner was on account of the package being addressed to 702 Lewis Bldg., Portland, Oregon, and was not forwarded for sometime to Carlton. It stayed at Carlton for quite a while before it was forwarded to us here.

Sorry that we are so late in returning these contracts but the above is our excuse.

Very truly yours,

Geo F. Sotrell
Secretary & Treasurer

GFS/CM

RECEIVED
SEP 13 1920
[illegible]

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

C R 2-4

SEP 14 1920

Astoria-Seaside
R.

September 13, 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

On Saturday, September 11th, I went over the road from Astoria to Seaside, which I understand is to be advertised for bids this fall. The type of pavement to be used was thoroughly discussed and the following recommendations were made.

1 - That the 8' concrete road laid in 1914 be widened by laying a 4' strip of concrete 6" thick on each side of the present pavement, and that a black top be placed over the whole 16' concrete base. The whole width of the fill will be very nearly taken up by the 16' strip of pavement and it will be necessary to excavate along the right of way for additional material to give 2' of rock shoulder and 2' of earth shoulder. If the excavation is to be made along the right of way, in my opinion it should be done this fall in order that the material may have an opportunity to set and settle during the winter rains. It is possible that material for part of this fill might be obtained from the clay cut on the cut-off. This, however, would necessitate quite a long haul.

The only objection I can see to the use of a 4' concrete base on both sides of the pavement is that it will be expensive to handle the traffic on this road while the concrete is being placed. Further it will be very difficult to put up side barricades to keep traffic off the base until such time as it is hardened sufficiently. Structurally, in my opinion, this will give the best road.

2 - On the cut-off concrete pavement should be used. In my opinion it should be 7" thick and reinforced.

3 - On the road from the west end of the cut-off to Seaside the present 9' bitulithic pavement should be widened out by placing a 3½' strip on each side. The 3½' shoulder has been well packed by traffic and is in good condition to carry a black pavement and I recommend that between 2" and 3" of black base be laid according to the condition of the sub-grade, and that then 2" of top mixture be placed over the base mixture and over the old 8' stretch of bitulithic. In placing the top mixture over the old 8' strip, the pavement should be broom clean and then burned in order to furnish a bond to the new top. On the

stretches where no bitulithic pavement has been laid and which are good macadam 2" of base and 2" of top can be used. On the few short stretches which are now planked I recommend the use of 3" of black base and 2" of top.

Material for the earth shoulders can be obtained along the right of way and the drainage is good on all the section where the 8' bitulithic pavement is laid.

I recommend that crushed rock be specified for use in the black base and the 2" of top and that crushed rock be used for the 2' rock shoulder.

Respectfully submitted,

EWL-S

H B Bennett

In duplicate
CC - C. W. Wanzer

FORM 4 5M-7-20

S. BENSON, PORTLAND, CHAIRMAN
[illegible] A. BOOTH, EUGENE
[illegible]D E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

REFERRED TO P.G.R.
approved BY H. N.

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~ Portland Ore 9/13/20

PR
H

File 4 P.B.

RECEIVED
SEP 15 1920
STATE HIGHWAY ENGINEER

Mr Herbert Nunn
State Highway Engr - attention Mr Probert -
Salem Ore -

Dear Sir:

In regard to the attached bills & force order (Youngs Bay - Miles Crossing job) I beg to report that the N.W. Creo Co refused to make any other concession than the labor, of the headers remaining in place, which I considered necessary in this case - They had only a small gang working and intended to use only a small amount for headers, about 1/3 of the whole job, using the same over again - It is rather in the nature of a hold up to make us pay for all of it - but we are ahead the labor anyway - This pavement is laid on pure sand (no shoulders or curbing) & exposed to heavy winds & rain & liable to undermine - Mr Hackett agreed with me that the headers should be kept in place by all means, as well as Mr McKesson - In taking this matter up with Mr C.C. Kelly on the ground last Saturday it also met with his approval

Yours very truly
C W Wanzer

Enc -

SHP.

Sept. 7, 1920.

Mr. C. W. Wanzer,
Division Engineer,
319 N. W. Bank Bldg.,
Portland, Oregon.

File 4 PB

Dear Sir:

The attached force account order and bills covering the form lumber furnished to the Northwestern Construction Company for use in connection with the Young's Bay-Miles Crossing paving are being returned to you at Mr. Nunn's request for explanation as to why these forms were furnished.

It is contrary to our regular practice to leave headers in place on concrete pavement, and the reason for leaving headers in place on the Young's Bay-Miles Crossing work is not apparent.

In as much as these headers have been left in place in accordance with your orders, it will probably be necessary for us to pay for at least part of the lumber involved in their construction. We believe, however, that some adjustment should be made with the Northwestern Construction Company to cover such part of this lumber as it would have been necessary for them to have furnished if temporary headers had been used, and also to cover the labor costs which would have been incurred had it been necessary to take up and move the temporary headers.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET
Enc.

For Salem Office

Astoria, Oregon, September 2nd, 1920.

RECEIVED
SEP 9 1920
STATE HIGHWAY

CLATSOP COUNTY, OREGON

To Northwestern Construction Co., Dr.
Portland, Oregon.

Rock from Brookfield quarry, 7-1 to 31. 829.5 cu.yds.		
" " Tongue Point W 8-1 to 19.	293.75	
Total,	1123.25	
Credit for 72 cu.yds. sand, same value.	72.00	
	1051.25	
@ $ 2.50 per cu. yd.	2.50	$2628.12
Time of N.W. Const. Trucks, for County	$ 560.00	
Time of County Trucks for N.W.Const.	449.11	110.89
Amount due Clatsop County		$2517.23

[illegible]

Please pay to the County Clerk.

I certify that the above amount is due and unpaid.

Account Paving Dike Road.

NOTED
H. B. GLAISYER

Signed R. A. Furrow

Title Res. Eng.

R. A. Furrow

S. H. D. FORM 56 8-16-17

PE 21

STATE OF OREGON—HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Astoria, Or, August 21, 1920

County of Clatsop

Week from Aug 14 to Aug 21, 1920

Highway Coast.

Number in party

Section Young Bay - Miles Crossing

Survey will be completed

Camp location

Mail address Astoria, Ore

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

Finished with concrete Friday A.M. Still have some work to do on shoulders and fill for connection at Miles Crossing.

NOTED
H B GLAISYER

Signed R.A. Furrow

Title Res. Eng

R. A. Furrow

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

NOTED
H. N.

Youngs Bay - Miles Crossing

August 17, 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

I visited the concrete work on this section on Friday, August 13th, with Mr. Wanzer, Mr. Bishop, Mr. Libby and Mr. Furrow. The concrete work as far as quality is concerned looked very well, although the contractor is not making as rapid progress as he should. The condition of the expansion joints showed a marked improvement over my last visit. The surface finish on this job is particularly good.

At the same time we visited the concrete work being placed by Clatsop County under Mr. Hackett on the Lewis and Clark River Road. The mixture here looked very well, although the superelevations and general contour of the work were open to some criticism. The mixture being used is 1 - 2 - 4 with local sand and this sand is very uniform, containing a large fraction passing the 30 and retained on the 50 sieve. It is not nearly so coarse as the Columbia River concrete sand being used on the State job.

Respectfully submitted,

E W Lazell

EWL-S

Report in duplicate

CC - C. W. Wanzer
R. A. Furrow

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

PR21
#1

Young's Bay - Miles Crossing

August 6, 1920

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

I visited the concrete pavement being placed on this section on Wednesday, August 4th, with Mr. Wanzer, Mr. McKesson and Mr. Furrow.

I am pleased to state that the concrete work looked very well, indeed, and that the materials all appeared suitable for use in the pavement, the sand being a coarse Columbia River sand from Portland. A belt was being used in addition to a float for the surface finish and a very uniform surface finish was obtained.

The only criticism as to the finish is that more care is necessary at the expansion joints to be sure that the pavement is the same level both sides of the felt joint. While I realize it is very difficult with a through felt joint to keep the pavement the same level on both sides, great care should be exercised to keep the joint as uniform as possible.

Respectfully submitted,

E.W.Lazell

EWL-S

Report in duplicate

CC - C. W. Wanzer
R. A. Furrow

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

August 17, 1920

AUG 18

Astoria-Seaside

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

On Thursday, August 12th, I drove over the road between Astoria and Seaside, which I understand is about ready to advertise for paving. The stretch of this road from Youngs Bay bridge towards Warrenton is paved with an 8 foot concrete pavement and part of the way the fill is narrow. In my opinion the best engineering construction will be to widen this pavement with a slab of concrete and then cover both the new and the old slab with 2 inches of bituminous pavement. I am doubtful, however, if this method of widening the road will prove practical owing to length of time which the road will have to be closed to traffic for the concrete to set. Considerable inconvenience would result to the people using this road if it was closed wholly and not allowed to carry at least the local traffic. With this in view it appears to me to be feasible and also good construction to widen the present concrete strip 4 feet on each side with a black base mixture and then to cover this base and the old concrete with 2 inches of bituminous pavement. With proper attention to the compression of the black base, it is my opinion that this will give a good pavement and one which will stand up under traffic and wear well.

Between Warrenton and Seaside there is considerable narrow 8 ft. bituminous pavement and I am doubtful if it would be possible to widen this out by adding 4 ft. to each side. I think it would be much better construction to widen out the pavement by laying 3" of black base on each side of the pavement and then cover this black base and the present pavement with 2" of bituminous pavement. This road will be subject to considerable heavy traffic, especially as heavy passenger busses are operating continually between Seaside and Astoria; hence the suggestion that bituminous pavement be laid on black base.

Respectfully submitted,

E W Lazell

EWL-S

Report in duplicate
CC - C. W. Wenzer

SAR

S. H. D. FORM 30 6-14-17

PR

STATE OF OREGON—HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

[illegible] Aug 9, 1920

County of Clatsop | Week from July 31 to Aug 7

Highway Coast | Number in party

Section Young's Bay - Miles Crossing | Survey will be completed

Camp location

Mail address Astoria, Oregon

(NOTE—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

[illegible] about 500 lineal feet of pavement [illegible]

[illegible]

[illegible] cutting, [illegible] and

[illegible]

[illegible]

NOTED
E. C. KELLEY

Signed [illegible]

Title [illegible]

R.A.Furrow

GEO. W. SANBORN & SONS

OFFICES, WAREHOUSES, DOCKS
8TH, 9TH AND 10TH STREETS
(WATERFRONT)

GENERAL FORWARDING AGENTS
SHIPPING :-: STORAGE

TELEPHONE 1185

ASTORIA, OREGON

July 31, 1920.

COAL
BLACKSMITH COAL
COAL TAR
BUILDING MATERIAL

SALT

SEWER PIPE

Oregon State Highway Commission,
Salem,
Ore.

STATEMENT

Balance	A/c Material furnished Northwestern Construction Co., A/c construction of road from Young's Bay Bridge to Miles Crossing.	$6156.67

---

forward a sample to my laboratory in order that I could assure myself further as to the quality of the sand. My reasons for suggesting this investigation with the object of using this sand is that otherwise sand will have to be obtained from Portland, and owing to barge conditions I think it would be difficult, if not impossible to get the amount of material required for this work.

Respectfully submitted,

EWL-S

Report in duplicate
CC - Office Public Roads
C.W.Wanzer
R.A.Furrow

E. W. LAZELL, PH. D.
CHEMICAL & EFFICIENCY ENGINEER
CHEMICAL & PHYSICAL LABORATORIES
537 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

MEMBER
AMERICAN INSTITUTE CHEMICAL ENGINEERS
AMERICAN SOCIETY MECHANICAL ENGINEERS
AMERICAN SOCIETY FOR TESTING MATERIALS

BR
2
[illegible]

Youngs Bay - Miles Crossing

June 21, 1920

NOTED
H.N.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The location of the new 18' concrete pavement between Youngs Bay Bridge and Miles Crossing was visited Saturday morning with Mr. Wanzer and Mr. Furrow.

I am informed that the sand being used in the concrete pavement being placed by Mr. Hackett, Roadmaster of Clatsop County, is obtained at the mouth of the Cathlamet River on the Washington side of the Columbia River. An examination of this sand shows it to be clean and gritty, although it is somewhat finer than our specifications require. I recommend that this sand be carefully investigated in order to determine if it will not be possible to use on this work, and with this in view I requested Mr. Furrow to forward a sample to my laboratory in order that I could assure myself further as to the quality of the sand. My reasons for suggesting this investigation with the object of using this sand is that otherwise sand will have to be obtained from Portland, and owing to barge conditions I think it would be difficult, if not impossible to get the amount of material required for this work.

Respectfully submitted,

E W Lazell

EWL-S

Report in duplicate
CC - Office Public Roads
C.W.Wanzer
R.A.Furrow

June 15, 1920.

~~P. 2-47.~~

PP # 21
[illegible] # 1

Mr. C. W. Wanser, Division Engineer,
319 Northwestern Bank Building,
Portland, Oregon.

Dear Sir;

Mr. W. H. Galvani, representing the Pacific Power & Light Co., called at this office this morning, regarding location for their poles on the line between Miles Crossing and Youngs Bay, stating that it would be impossible for them to build a pole line in the swampy bottom now proposed.

He wanted to build the poles abutting on the edge of our pavement, which, of course, we could not consider, and also he proposed that the 6 ft. strip be narrowed so as to give them more room on the other side, which we did not think could be done consistently due to the fact that there is considerable change in grade and alignment.

I suggested that he take the matter up with you and that it appeared to us that the most desirable method would be for them to secure an easement to build their pole line on the belt line right of way, taking into consideration the fact that it will be probably many years before the railroad is built, if at all, which would probably be at least the life of the poles. This would appear to be the most feasible suggestion and he agreed to this provided the Port could be induced to allow them to use their right of way for this purpose.

Very truly yours,

Secretary.

RAK/HI

June 10, 1920

P. R. 47

Mr. R. A. Furrow,
Astoria, Oregon.

Dear Sir:

The successful bidder, the Northwestern Construction Company, on the Young's Bay-Miles Crossing unit of the Astoria-Seaside Section, request that this be staked at once so that he can see what grading will be required and what outfit needed.

Will you please do this at once so that they can start immediately as they intend to do.

Yours truly,

Secretary.

RAK:LM
cc. Mr. C. W. Wanzor, 319 Northwestern Bank Building, Portland, Oregon.

SHP.

Youngs Bay - Miles Crossing Paving.
Location at north end.

PR
47

Astoria Seaside project

OREGON STATE HIGHWAY COMMISSION

Astoria, Oregon, June 10, 1920

Mr. Herbert Nunn,
State Highway Eng.
Salem, Oregon.

(attention Mr. Probert)

Dear Sir!

In reply to yours of June 8th in regard to the location between the north end of the section to be paved and the south end of the Youngs Bay Bridge, will say that according to the description of the Right of Way (a copy of which is enclosed) given by the Astoria Marine Iron Works, it will be impossible to eliminate the reverse curve at the north end of the section to be paved.

The centre line of the bridge has been changed from the location as shown by Mr. Hackett's plan, so that we eliminate the curve at the south pierhead line and now run from the P.I. of the 4° curve near the north end of the bridge to an intersection with the center line as shown by Mr. Hackett at a point approximately 150 feet south of the south bulkhead line. From this point I had figured on following very closely the location as shown by Mr. Hackett, as I am sure the Astoria Marine Iron Works would not agree to the diagonal cut across their property which would be necessary without a reverse curve.

Respectfully,
R. A. Furrow.

cc. C. W. Wanzer, 319 N. W. Bank Bldg, Portland, Ore.

P.S. Since writing the above, I have talked with Mr. Viggers, President of the A. M. J. Works, and he informs me that they have platted their property with the idea of the road running parallel to their property line which is due north and south and which is also parallel to the center line of the road as deeded, and that they could not consent to cutting across diagonally.

R. A. F.

Noted

Copy

OREGON STATE HIGHWAY COMMISSION

Description of Right of Way for County Road over Astoria Marine Iron Works Property.

A strip of ground fifty (50) feet wide, whose center line is described as follows: Beginning at a point 4287.9 feet north and 270.6 feet west of the corner of sections, 19, 20, 29 and 30 Twp. 8 N, Range 9 W. of Willamette meridian, this being the intersection of said center line with the pierhead line at a point 40 feet more or less west of the center line of the present county bridge, thence south 1600 feet more or less to the P.C. of approximately a 12° curve to the west. thence along said curve toward its intersection with the present county road to the northern boundary of Lot 1, Section 19, Twp. 8 N., Range 9 W., Willamette Meridian

June 14, 1920

Astoria

Mr. C. W. Wanser,
319 NW Bank Bld'g.,
Portland, Ore.

Dear Sir:-

Your letter addressed to Mr. Dunn under date of June 12th., relative to the additional right-of-way required from the Port of Astoria in connection with the construction of the highway at that point has been handed to me for reply.

I note that Mr. Bartlett states in his letter that the Port is without authority to give or sell any of its property, but that it could grant an easement in the same. I see no reason why a suitable instrument cannot be drawn which will permit the State Highway Commission to occupy certain of the Port's property for highway purposes, which instrument can be in the nature of an easement rather than a deed of conveyance.

I note, however, that all you are asking for and all that they have offered is an additional three feet. It occurs to me, and Mr. Klein agrees with me in this, that we should have more than three feet in order to give room for the shoulders and any barricades or fences which it may be necessary to construct along the highway. I take it that the Port will as readily grant six feet as it will three. If this is true you can advise me and give me a metes and bounds description and I will prepare the necessary easement.

The execution of this easement, however, will possibly require the attention of the attorney for the Port unless they are satisfied to accept what we offer.

Yours very truly,

JMD:AF

Assistant to the Attorney General.

HERBERT NUNN
STATE HIGHWAY ENGINEER

ISTANT ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM C. W. WANZER
DIV. ENG. ORE. STATE HIGHWAY
319 N. W. BANK BLDG.
PORTLAND. · ORE.

6/12/20.

Mr Herbert Nunn
State Highway Engr
Salem Ore

attention Mr R.A. Klein

Dear Sir:

Attached please find letter from Mr Bartlett Mgr Port of Astoria - showing that they have granted the request I made of them the other day for an additional 3' of the right of way -
The letter is self explanatory -
Will you take the matter up with Mr Devers in re - with whether it is necessary to have any legal papers pass? and advise me -

Yours very truly

C.W. Wanzer

TIME AND MONEY WILL BE
BY ROUTING YOUR FREIGHT VIA
COLUMBIA RIVER GATEWAY
INVESTIGATE

CABLE ADDRESS:
"PORTCOM"
A B C CODE, 5TH EDITION

ER AND ENGINEER

PORT OF ASTORIA

ASTORIA, OREGON

June 10th, 1920.

Mr. R. A. Furrow,
P. O. Box 56,
Astoria, Oregon.

Dear Sir:

Pursuant to conversation you had together with Mr. Lazelle and Mr. Waunzer with Mr. Hanscom today with reference to 3 feet more right-of-way between Youngs Bay bridge and the cross roads known as Miles Crossing, in order to permit the State Highway Commission laying an 18 foot width of pavement thereon in lieu of the 16 foot originally intended, and to permit the laying of this pavement 6 feet from the westerly edge of the existing pavement.

I am instructed by the Port of Astoria Commissioners to advise you that they will grant the State Highway Commission permission to lay the westerly edge of this pavement 3 feet west of the easterly line of the Port of Astoria's right-of-way for its Belt Line Railroad. However, it is not within the legal authority of the Port of Astoria to give or sell to the State Highway Commission or others, or in other ways convey to them this 3 foot strip by deed. However, we assume that an easement or permission will be all that is required by your office, and the matter will be approved by our Commission at its next regular meeting. Should there be any legal papers that should pass between the Port of Astoria Commission and the State Highway Commission on this matter, it will have to be deferred until such time as our attorney can give it his attention.

[illegible]

Noted + forwarded 6/11/20

Very truly yours,

PORT OF ASTORIA

RRB:ALL

Manager

PR
47

June 8, 1920.

Mr. R. A. Furrow,
Resident Engineer,
Astoria, Oregon.

Dear Sir:

In accordance with the request in your letter of June 7th, we are today sending you a copy of the contract and plans for the Young's Bay-Miles Crossing Unit of the Astoria-Seaside Section.

In connection with this project, we wish to call your attention to the fact that no definite location has been made between the north end of the Section to be paved, and the south end of Young's Bay Bridge. Mr. Hackett had a proposed location between these two points, which involved two reverse curves at the north end of the Section to be paved. There is no apparent reason why these reverse curves are necessary, and we believe that a single curve with a tangent running direct to the south end of the Bridge would be much more desirable. This matter should be settled before the paving work is started, in order that the alignment and grade at the north end of the Project may be properly fixed.

Very truly yours,

[illegible],
State Highway Engineer,

By

Office Engineer.

SHP-[illegible]
C.C. to C.[illegible].Wanzer

CONTRACT# 282
SEE:
CONTRACT# 198

282 SEE: Contract 198

CONTRACT # 283
SEE:

CONTRACT # 205

283 SEE: Contract 20

CONTRACT# 289
SEE:
CONTRACT# 205

289 SEE: Contract 295

CONTRACT#291
SEE:
CONTRACT# 183

291 SEE: Contract 183

CONTRACT # 295
SEE:
CONTRACT # 172

33

[illegible] CEI: Contract 1 2

8

CONTRACT#295
SEE:
CONTRACT#238

27

295 SEE: Contract 238

CONTRACT #298
SEE:
CONTRACT #238

2[illegible] SEE: Contract 23- [illegible]45

CONTRACT#298,
304

PR 48 Lawen-Crane 1920-1922

298, 304

RECEIVED
OCT 9 1937
FOR FILING
48

October 8, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Attention Mr. F. E. Andrews

Dear Sir:

Responding to your communication of October 4, regarding the maintenance inspection of Oregon F.A.P. 48, Burns-Crane Highway, Lawen-Crane Section, advise that we agree that the Burns-Crane Highway is rough and corrugated in the summertime and the surface is fairly well worn. However, the traffic is quite light and the surfacing materials in this section very expensive.

We do not believe that the small amount of traffic on this road justifies any more maintenance expenditure than we are now making. After all, you must remember that a road must earn at least the cost of its maintenance, and the system must earn not only the cost of the maintenance of the roads but also the sum requisite for amortizing their capital investment.

Very truly yours,

State Highway Engineer

RHB:HI

RECEIVED
[illegible] - 1937
[illegible]
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREGON

October 4, 1937.

1623.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are again calling your attention to the unsatisfactory condition of Oregon F.A.P. 48, Burns-Crane Highway, Lawen-Crane Section.

Maintenance inspection was made on September 17, at which time it was noted that very little improvement has been made since the inspection made last year, and as called to your attention in our letter of November 16, 1936.

We are again requesting that effective steps be taken to place the surface in a satisfactory condition.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews

F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
OCT 6 - 1937
OFFICE OF
MAINTENANCE ENGINEER

August 17th, 1922.

Griffith, Leiter & Allen,
Electric Building,
Portland, Oregon.

PR#48

Attention Mr. R. W. Henry

Gentlemen:

We have your letter of August 16th as representatives of the National Surety Company, requesting information pertaining to our contract with Porter and Conley for the grading and surfacing of the Lawen Crane Section of the Central Oregon Highway.

The work under this contract was completed on November 19, 1921. There are not, to our knowledge, any unpaid claims in connection with this work.

Very truly yours,

HERBERT NUNN,
State Highway Engineer

By
Office Engineer.

SHP:AP

AN ANY O R MPANY IN THE WORLD

onal Surety Company

CAPITAL AND SURPLUS OVER $10.000.000.00

New York.

LEITER & ALLEN
L ATTORNEYS FOR OREGON
ELECTRIC BUILDING

PORTLAND, OREGON

August 16, 1922.

PR#48

State Highway Department,
Salem,
Oregon.

Re: Bond #3189833, Porter
& Conley.
Lawton - Crane Section
Central Oregon Highway.

Dear Sirs:

Please advise us when the work was completed on this contract, and whether or not unpaid claims have come to your notice.

We desire this information to be used in closing the bonding company's files.

Yours truly,

GRIFFITH, LEITER & ALLEN,
By Berkeley Henry

BWH-s

Completed
~~Dec. 1, 1920~~
Nov. 19, 1921

ANSWERED
S. H. Probert

PR
48/

February 16th, 1922.

Porter & Conley,
Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

We have been in receipt of a letter from our Division Engineer, Mr. R. H. Baldock, enclosing your letter to him relative to decrease in overhaul on the Lawen-Crane Section of the Central Oregon Highway, in Harney County.

We have gone over our final computations on this item and have also submitted these computations to Mr. Baldock for his approval, and we find that the quantities as shown on your final estimate are correct.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. by J.W. DeSouza
GMC

NERS

SSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
February 13, 1922.

FEB 14 1922

Lawen-Crane Section.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

I am returning under separate cover, by registered mail, final profile of the Lawen - Crane section of the Central Oregon highway in Harney county.

I checked the yardage for overhaul on your profile and found it to be correct. Mr. Randels assisted in this check and acknowledged he had made an error in his original computations.

In view of the fact that Porter and Conley have written requesting an explanation for the decrease in overhaul from that shown on partial estimate, I would suggest you answer their inquiry explaining the deduction. I mailed their letter to you on February seventh.

Very respectfully,

R H Baldock

R H Baldock
Division Engineer.

RHB V

ans [illegible]

February 15th, 1922.

Porter & Conley,
Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

We have been in receipt of a letter from our Division Engineer, Mr. R. H. Baldock enclosing your letter to him relative to decrease in overhaul on the Lawen-Crane Section of the Central Oregon Highway, in Harney County.

When the final notes on this project were submitted from the field for final check in this office, the overhaul on the project had apparently not been figured by the use of mass diagrams. In making our final check, we prepared mass diagrams for all the overhaul points and our final figures were based on the results obtained from this method of calculation. For your information, we will state that we referred the final profile showing our figures to Mr. Baldock, and that it was checked by both himself and Mr. Randels, the latter acknowledging that error had been made in his original computations.

Yours very truly,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dic. by J.W. De Sousa
[redacted]
CC to R.H. Baldock

PR 48/

February 11th, 1922.

Mr. R. H. Baldock,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of February 7th relative to overhaul on the Lawen-Crane Section of the Central Oregon Highway, in Harney County.

When the final notes on this project were sent to this office, there was not included mass diagram showing how the overhaul had been computed in the field, and it was therefore necessary to make such diagrams as were necessary in this office. The notes were returned to the field at one time, but Mr. Randels had gone.

The final computations were inspected by Mr. Bishop and were satisfactory to him.

Under separate cover, we are today forwarding you tracing paper copy of the final profile on this work - our file #4 C, 16-7.

There are several pencil notations on this profile relative to our computations of overhaul and we would be very pleased to have you check them over.

This is our only copy of the final profile and is being sent you in its original form for the reason that it would not be possible to secure a good blueprint of the pencil notes. We would appreciate having you return it to us as early as may be convenient.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Dic. by J. W. De Souza
GMC

Office Engineer.

FORM 2A 10M-1-22

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

La Grande, Oregon,
February 7, 1922.

Lawen-Crane Section.
Re: Overhaul on Final.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert.

Dear Sir:

Herewith letter from Porter & Conley to C. E. Randels with regard to overhaul on the Lawen-Crane work. Mr. Randels is not on the department payroll but happens to be in La Grande at the present time. He stated that before answering the letter it would be necessary to recheck the overhaul. You can answer Porter & Conley direct or send the profile and mass diagram to this office and I will have Mr. Randels go over same.

This work was done under Mr. Bishop's supervision but inasmuch as this territory has been transferred to the La Grande division I presume you wish the check to be made through this office.

Very respectfully,

R H Baldock

R H Baldock

Divison Engineer.

Ack to Baldock

RHB:V

Encl.

RECEIVED
FEB 8 1922
WAY ENGINEER

January 12, 1922

PR

B. A. Green,
517 Corbett Bld'g.,
Portland, Ore.

Dear Sir:

This is to acknowledge your letter of the 10th relative to your controversy with Porter & Conley concerning a claim due your client, Wm. Sandberg.

The records in the Highway Commission's office show that the contract entered into for the construction of the Lawen-Crane Section of the Central Oregon Highway in Harney County was entered into with Porter & Conley as a co-partnership; the contract being signed by Mr. Porter representing the firm. When this firm bid on the work the bid was made in the name of Porter & Conley as a co-partnership rather than a corporation.

If I can furnish you further information I will be glad to do so.

Yours very truly,

JMD:AAP

Assistant Attorney General.

B. A. GREEN
ATTORNEY AND COUNSELOR
517 CORBETT BUILDING
PORTLAND, OREGON

Jan. 10, 1922.

J.M. Deevers,
Assistant Attorney General,
Salem, Oregon.

Dear Sir:

Referring to our previous correspondence relative to claim of William Sandberg, et al, against Porter & Conley, all in reference to work, labor and services rendered by William Sandberg, et al, to Porter & Conley, in connection with their contract with the State for the construction of the Lawen-Crane Section of the Central Oregon Highway in Harney County. I have received a copy of the specifications and contract entered into, dated Sept. 28th, 1920, with Porter & Conley.

I am very anxious at this time to learn whether or not this contract was entered into with Porter & Conley, Incorporated, or with Porter & Conley, a Co-partnership. I was unaware that Porter & Conley existed as a co-partnership until this date. I am anxious to obtain early information pertaining thereto.

Yours very truly,

B A Green

BAG:P

RECEIVED
JAN 11 1922
LEGAL DEPARTMENT

PR48/

December 29, 1921

National Surety Company,
c/o E. P. Welch, District Manager,
Corbett Building,
Portland, Oregon.

304

Gentlemen:

The purpose of this letter is to advise you that it is the intention of the Highway Commission to make final payment to Porter & Conley on contract No. 304, more definitely described as the Lawen-Crane Section of the Central Oregon Highway in Harney County.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

Should have been semi-final
Final 5-23-22
E.T.S

December 17th,
1 9 2 1

PR x8

Porter & Conley,
Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

You are advised that the State Highway Commission has received notice from B. A. Green, an attorney in the Corbett Building, in Portland, advising that he represents a number of persons who hold claims against your firm for services rendered in connection with your contract for the construction of the Lawen-Crane section of the Central Oregon Highway, in Harney County.

In connection with these claims, your attention is called to the terms of your agreement with the State, one of which is that all claims for labor and material must be promptly paid.

Before final settlement can be made on your job, it will be necessary for you to furnish satisfactory proof that claims have been paid, or furnish the consent of your Surety Company to the making of final settlement, notwithstanding the fact that there are outstanding claims.

Yours very truly,

JMD:GMC

Assistant Attorney General.

C C to B. A. Green
C C to National Surety Co.,
Corbett Bldg., Portland.

December 17,
1921

Mr. B. A. Green,
517 Corbett Bldg.,
Portland, Oregon.

Dear Sir:

Your letter of December 14th addressed to the State Highway Commission, advising the Commission that there are a number of persons who claim to have furnished services to Porter and Conley in connection with their contract with the State for the construction of the Lawen-Crane Section of the Central Oregon Highway, in Harney County, for which services they have not been fully compensated, and further advising that an action in court is contemplated to recover from the contractors, is herewith acknowledged.

I note further your request that final settlement be withheld until these matters of difference have been disposed of.

You are advised that the contractors will be notified of the fact that you have filed notice of these claims, the Surety Company will also be notified, and the contractors will be requested to furnish the written consent of their Surety to the making of final settlement at this time. Should the Surety Company consent to the making of final settlement with the contractors, with the knowledge that these claims are outstanding, then it appears that the Commission would be justified in settling the claim and you would still have your remedy against the contractors and their surety.

Yours very truly,

JMD:GMC

Assistant Attorney General.

B. A. GREEN
ATTORNEY AND COUNSELOR
817 CORBETT BUILDING
PORTLAND, OREGON

Dec. 14, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:

For the protection of certain individuals who worked for Porter & Conley, Incorporated, upon the Lawen-Crane Section of the Central Oregon Highway, in Harney County, Oregon, from April 18, 1921 until November 11, 1921, quarring rock and delivering same to the crusher, I desire to advise you that Porter & Conley, Inc., have failed, neglected and refused to make settlement with these men in accordance with the contract. The men who were employed at various times during the summer were, Albert Peterson, J.H. Carlson, Gust Olson, Pete Carlson, W. Johnson, Albert Berglund, A.A. Kwarnstrom, John Swanson, Albert Karlson, Louis Donelson, Fred Karlson, H. Ekstrom, F. Nyman, O. Brinks and E. Markstrom, all of

In the first instance, subsequent to June, whenever these men attempted to cash their checks they were charged 50¢ per $100.00 exchange by the Bank. This was occasioned by the failure of Porter & Conley, Inc., to make deposit with the Bank of sufficient money to cover their pay-roll in accordance with their express promise. This item alone was approximately $100.00.

In the second place, the agreement was very explicit and clear that Porter & Conley, Inc., were to furnish fuses and caps. This agreement was entered into immediately upon the men beginning work. The men drew their checks each month with the usual deductions being made for board, hospital and commissary. During the months intervening between April and November, no deductions were noted on account of fuses and caps but at the time of settlement in November, the fuses and caps used during the entire summer were charged against the gang of men who were on the job in November, although these were not the same men who had worked during the intervening months. The charge for fuses and caps amounts to approximately $1100.00.

In the third instance, Porter & Conley agreed to furnish free tools but have charged the men, in the final accounting, with $133.78 on account of tools.

In the fourth instance Porter & Conley are under obligation to furnish two men to feed the crusher but this particular crew of men were compelled to furnish their own men which materially lessened the earning capacity of the gang. In fairness to Porter & Conley I will concede that there is a reasonable ground for dispute as to furnishing these feeders and this latter phase of the controversy has probably arisen through a bona fide misunderstanding on both sides. However, there can be no dispute regarding the other claims held by these men.

Finally, unwarranted State Industrial Accident Fund deductions have been made but refunds have been had for all amounts excepting $97.67.

I call these matters to your attention prior to filing action in the lower court, in order that before final settlement is made with this Company, you may take such action in the premises as may protect the interests of the parties named in this letter.

Yours very truly,

B.A. Green

BAG:P

GREEN
ORNEY AND COUNSELOR
517 Corbett Building
Portland, Oregon

Dec. 21, 1921.

J.M. Devers,
Legal Department,
State of Oregon,
Salem, Oregon.

Dear Sir: In re Wm. Sandberg, et al, vs.
Porter & Conley, Incorporated.

I acknowledge receipt of your letter of Dec. 17th regarding the above Claiments and their controversy with Porter & Conley, Incporated, in reference to work, labor and services rendered in connection with the construction of the Lawen-Crane Section of the Central Oregon Highway, in Harney County.

Your action in advising the contractors and the Surety Company as to this claim is appreciated. I would also be pleased to receive from you a copy of the bond as furnished by these contractors. This bond is requested in view of the fact that immediate action is contemplated against these contractors.

Yours very truly,

BAG:P

December 22, 1921

Copy contract mailed to B. A. Green this date.

December
Fourteen
1 9 2 1

Mr. C. E. Rundels,
Resident Engineer,
State Highway Department,
Crane, Oregon.

PR#48

Dear Sir:

We are returning today, by Express, the Final Estimate and part of the data on the Lawen-Crane Section of the Central Oregon Highway.

We are unable to check your method of computing the borrow and have shown on a "list" we have prepared, an example of why we believe your computations are in error. You will please note that a percentage of shrinkage as applied to excavation is not the same as applied to embankment. In other words, if you say that material shrinks 10% you cannot increase your embankment 10% in order to get your borrow and check out A little study on this point will show you what I mean and no doubt will convince you of the correctness of our computations.

We can find no data to support your Overhaul; Earth Filler or Lumber placed in Bridges. Please send us the data on the above items when you return the other data.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer

Dictated by Woodford
GEC
CC to E. B. Bishop

Dec. 6, 1921

National Surety Co.,
Corbett Bldg.,
Portland, Oregon.

File PR-48

Gentlemen;

Replying to your letter of the 2nd inst. we beg to advise that on October 10th the contract for grading and surfacing the Lawen-Crane Section of the Central Oregon Highway was approximately 85% complete. No estimates of later date have been received.

Total net payments to the contractor for work done amount to $98,311.52.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dic. By J. W. DeSouza,

ETH

OPLE THAN ANY OTHER COMPANY IN THE WORLD

National Surety Company

CAPITAL AND SURPLUS OVER $10,000,000.00

WORLDS LARGEST SURETY COMPANY

New York.

EDWARD P. WELCH
"THE BOND MAN"
DISTRICT MANAGER
DANIEL E. GORTON
ASSISTANT MANAGER
(AUTHORITY LIMITED)
CORBETT BUILDING

PHONE
MARSHALL 2191

PORTLAND, OREGON

Dec. 2, 1921

Roy A. Klein, Secy.,
Oregon State Highway Comm.,
Salem, Oregon.

Dear Sir:

Referring to contract of Porter and Conley for the improvement of Lawen-Crane Section Central Oregon Highway in Harney County, will you please advise the present status of this contract and also total amount of money paid to the contractor to date.

Thanking you in advance for your courtesy, and with best wishes, I remain

Yours very truly,

Assistant Manager

DEG:D

116,004.27
[illegible]

$98,311.52

Ans

DEC 3 1921
STATE HIGHWAY ENGINEER

Form No. 39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov 20, 1921

Job Name Lawen-Crane Section

Week from Nov 13 to Nov 20

Mail Address Crane, Ore.

Highway [illegible]

Telegraph or Telephone Address Crane

County Harney Job Prefix 13PB

Express and Freight Address Crane

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Porter and [illegible] finished their contract on Nov 9 - 1921.
Will be Through with the [illegible] work on Burns-Lawen Sec. by 25th of Nov.

DEC 1 1921
STATE HIGHWAY ENGINEER

NOTED
E. B. Bishop

Signed C. E. Rankin
Title Res Engineer

(See back of this sheet for instructions and detailed information.)

GRADING CONSTRUCTION

Total miles of grading on project ....

Miles completed ....

Miles completed except finishing .... Completed

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project ....

Miles completed .... Completed

Miles partially done ....

Average daily yardage placed this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week ....6.... *men,*

....3.... *teams,* ....—.... *trucks*

Percentage of total required yardage now in place ....

Surfacing [redacted] *completed* [redacted] ....

Number men in Engineering Party ....Res Engr....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem Office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number days worked on this project ....

Number men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

(NOTE.—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project ....

Miles paving completed ....

Average daily sq. yds. this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Percentage of total required yardage now in place ....

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

Other jobs .... *Percentage* ....

Form 1217

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	X

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.	
Check	
Time Filed	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

June 8, 1921

PR x6/

P. C. Harding,
Burns, Oregon.

If culvert pipe furnished by Howard Cooper Company is Toncan metal submit samples and refuse to allow installation until proved satisfactory by analysis Stop Toncan metal samples have not been passing specifications

HERBERT NUNN

Office Engineer.

SHP:KF

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

Form 1706

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT   GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT STATE ST., SALEM, ORG.

B71PO KN 24

KLAMATH FALLS ORG JUNE 8 1921232P

HERBERT NUNN 78

STATE HIGHWAY ENGR SALEM OREG

D R SMITH OK FOR DRINKHALL STOP INFORM P O HARDING AT BURNS BY WIRE IF HOWARD COOPER IRON CULVER PIPE PASSES STATE SPECIFICATIONS

E B BISHOP

248P

ANSWERED
S. H. Probert

State Highway Engineer,

By

Office Engineer.

SHP:ET

June 4, 1921

Porter & Conley,
Ry. Exchange Bldg.,
Portland, Oregon.

File PR-48

Gentlemen:

Reference is made to your letter of June 3rd in regard to payment for extra width clearing on the Lawen - Crane work.

As the monthly estimate for this work was submitted by the Resident Engineer without comment as to the extra payment due under the clearing item, the voucher was put through on the usual basis. On our next regular payment, however, we will base our payment for clearing and grubbing upon the total lump sum price of $4,266.67, which will automatically straighten this matter out.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

PORTER & CONLEY
INCORPORATED
RAILROAD CONTRACTORS
510 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

June 3, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to our contract No. 304, Central Oregon Highway, Lawen-Crane Section, Harney County, where the contract calls for all clearing of a 60 foot right-of-way lump sum $3200.00.

We understand that this 60 foot right-of-way was increased to 80 foot right-of-way under the direction of the engineer in charge, Mr. Randalls. At the time, Mr. Randalls requested that we advise that if we would be willing to clear the additional right-of-way at a proportional amount of the price shown in the contract.

We enclose herewith a copy of our letter to Randalls, under date of January 21 in which we agree to do the additional amount of clearing and grubbing required at a proportional amount of the contract price. We notice however, on the estimate rendered on May 10, that it is being included on the voucher on a 60 foot bases.

Will you kindly advise in what manner payment will be made for clearing the extra width?

Yours very truly,

PORTER AND CONLEY,

ANSWERED
S.H. Probert

MSM.

January 21, 1921.

Mr. C. E. Randall,
State Highway Engineer,
Crane, Oregon.

Dear Sir:

Regarding our Lawen-Crane Central Oregon Highway contract price of $32000[illegible] for clearing sixty foot Right-Way.

It is underatood that the width of the Right-Way is being increased, and that this letter may serve the purpose of an agreement, that any additional increase of Right-Way to a width more than sixty feet, we agree to do the additional amount of clearing and grubbing required at a proportional amount of the contract price.

Yours very truly,
PORTER AND CONLEY,

MEM.

May 25, 1921

Mr. E. B. Bishop,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

We are in receipt of a letter under date of May 18th from the Bureau of Public Roads in which it is recommended that a limited amount of binder be placed in the base course in the surfacing of the Lawen-Crane Section.

We have used binder on similar jobs and find that it works very well, and it is suggested that you use a limited amount of binder in the base course on this work. Only sufficient binder to fill the interstices in the rock in such manner as to keep the fine top course from sifting down into the base should be used, and where suitable ready binder is not to be had adjacent to the work, pits should be selected where the best binder can be obtained. It is thought that the natural ash in that locality will be very satisfactory but in no case would I use clay or adobe or any material that would act as a lubricant when wet.

Inasmuch as binder was not contemplated in our specifications it will be necessary to handle this on a force account basis or to get a satisfactory unit price from the contractor, which if approved by this office, can be handled by estimate.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CHW:LM
cc. Mr. C. E. Randels, Crane, Oregon.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

May 18, 1921.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

On April 30th we wrote you calling attention to the fact that the contractor was using 2" square mesh screens on Oregon Federal Aid project No. 48 instead of 2" circular which was specified as a maximum. You advised us on May 3d that necessary instructions for change had been given. Another inspection was made on May 11th and at this time the change had not been made, and as a result there is an excess of coarse material on the road and a shortage of screenings for filling and binding.

We feel that immediate action is imperative and we recommend that the job be shut down until the change is made. On the work already constructed we believe that the contractor should be required to add at his own expense sufficient finely crushed stone to make up the deficiency which has resulted from his concompliance with specifications. We also suggest the advisability of using some binder in the base course to aid in filling the voids. We believe that suitable sand or sandy material can be obtained within easy hauling distance.

Please advise us immediately of action taken.

Yours very truly,

District Engineer.

PR
68

May 16, 1922

Porter & Conley,
Railway Exchange Building,
Portland, Oregon.

Gentlemen:

On April 9th temporary permission was given you allowing the use of square screens on the Lawen-Crane project instead of the circular screens as specified, it being our impression at the time that our specifications called for 1½" maximum stone instead of 2" maximum stone, and it was the intention at that time to continue the use of square screens if a satisfactory product was obtained.

By observation of results obtained thus far it has been thoroughly demonstrated that the product from the 2" square screen is not satisfactory and will result in an inferior surface.

You will therefore, arrange to install circular screens as originally contemplated.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK;LM

cc. Mr. E. B. Bishop, Division Engineer, Klamath Falls, Oregon.
cc. Mr. C. E. Randels, Resident Engineer, Crane, Oregon.

PR
X6

May 14, 1921

Mr. E. B. Bishop,
Division Engineer,
Klamath Falls, Oregon.

Dear Sir:

You will please note the attached copy of a letter to Porter & Conley regarding screens to be used on the Lawen-Crane Section.

At the time of granting temporary permission to use square screens it was understood that our specifications called for 1½" maximum size instead of 2" maximum, and from observation on other jobs it shows that where the rock breaks well there is very little if any, difference in the product obtained from the 1½" circular and 1½" round screen.

However, stone passing the 2" square mesh is entirely too large for good surface in that section of the country so this is why you were instructed under date of May 3rd to make the change back to the circular opening.

Hereafter when definite instructions are issued from this office we would appreciate it if you would carry them out promptly and without quibbling and not refer them back to this office for execution.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Assistant Engineer.

CCK:LM

OREGON STATE HIGHWAY COMMISSION

PR
K8

Klamath Falls, Oregon,

May 10th, 1921.

Mr. Herbert Nunn,

State Highway Engineer,

Salem, Oregon.

Dear Sir:-

I have you letter of the 3rd inst. as to the use of square and circular mesh screens on the Lawen - Crane Section of the Central Oregon Highway.

Inasmuch as I refused permission to the contractor to use the square openings and he then took the matter up with your office and secured this concession, I would rather you reverse your orders to the contractor direct.

I am enclosing copy of the telegram sent to me from your office.

Yours truly,

E. B. [illegible]

Division Engineer.

Encl.

RECEIVED
MAY 11 1921
STATE HIGHWAY ENGINEER

May 3, 1921

Mr. E. H. Bishop,
Division Engineer,
Klamath Falls, Oregon.

File FB-48

Dear Sir:

We are enclosing herewith a copy of a letter just received from the Bureau of Public Roads stating that 3" square mesh screens are being used contrary to specifications on the Federal Aid Project between Lawen and Crane.

I have had this matter up with Mr. Kelley and he advises that although he has permitted the use of square mesh screens on jobs where the maximum size of material was 1½", it was not his intention that square mesh screens be used where larger sizes of materials are specified. Would you kindly arrange for the installation by the contractor of screens having circular openings.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

SH[illegible]:EF
Enc.
c. c. to C. E. Daniels.

May 3, 1921

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Postoffice Bldg.,
Portland, Oregon.

File FR - 48

Dear Sir:

We are in receipt of your letter of April 30th in regard to the use of 2" square mesh screens in connection with the surfacing work on Federal Aid Project No. 48.

We are today instructing our field engineers to order the contractor to install 2" circular mesh screens.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

POST OFFICE BUILDING,
PORTLAND, OREG.

April 30, 1921.

Larsen-Crane
Section

State Highway Commission,
Salem, Oregon.

Gentlemen:-

An inspection has recently been made of Oregon Federal Aid project No. 48.

It is noted that the contractor has installed a 2" square mesh screen instead of a screen having 2" circular openings as is definitely specified. The product from a 2" square mesh screen is much coarser than that from the screen specified. Experience in this district has definitely proven that finer material gives a smoother road and one that can be more easily maintained and on more recent jobs 1½" size has been specified as the maximum.

The contractor has screens on the project with 2" circular openings and we would request that he be directed to install them at once in order that the specified product may be obtained.

Yours very truly,

C H Purcell

District Engineer.

Copies to
Bishop &
Randall

OREGON STATE HIGHWAY COMMISSION

ANSWERED
HERBERT NUNN

Klamath Falls, Oregon,

Mar. 1st, 1921.

Mr. Herbert Nunn,

State Highway Engineer,

Salem, Oregon.

Dear Sir:-

The date of completion of the grading on the Lawen - Crane Section of the Central Oregon Highway was supposed to be January 31st, 1920. At this time the grading is only about 40% complete.

The quantities on this section were revised in such a manner as to be reduced approximately 25%. The contractors, Porter & Conley, are now complaining of this reduction, regardless of the fact that they sub-let the entire grading for 35¢ per cubic yard. No doubt they will submit claims on completion of this work for extra compensation for the reduced yardage.

I would suggest that before allowing extention on their grading contract, the Commission require from them a written release of any damages in this connection.

Yours truly,

E P Bishop

Division Engineer.

MAR 3 1921

Copy [illegible] State Highway Department

OREGON F

MAR 8 1921

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. R-1.

February 26, 1921.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

The project agreement and certificate to cover Oregon project No. 48 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

State 74,053.75
County 20,000.00
Govt. 74,053.75
$168,107.50

LEB/fm

Form P. R. I. 2
State Oregon
Project No. 43

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1919

Form F. R. I. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of Feb, 1921,

by and between the State Highway Commission of Oregon

, ~~[illegible]~~

~~[illegible] Department of the State of~~

hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 24th day of August, 1920, a project statement, which was approved by the Secretary on the 16th day of December, 1920, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 20th day of Jan., 1921; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of Seventy-four thousand, fifty three and 75/100 dollars ($74,053.75) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

Article I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(a) By the State $74,453.75, Chap. 175, Laws of 1917, Chap. 51, Laws of 1920 By act of the Legislature of (date and citation), appropriating dollars.

*(b) By the County of Harney, $20,000.00 pursuant to resolution passed By tax levy or bond issue authorized by act of (date and citation). by the County Board of said County September 1, 1920.

*(c)

ROAD EMBRACED IN PROJECT.

Article II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point at east end of Oregon Federal aid project No. 15, and a point easterly at center of First Street in town of Crane

terminal points, a distance of 10.46 miles, known locally as the Central Oregon Highway, Harney County

CHARACTER AND METHOD OF CONSTRUCTION.

Article III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, and new structures deemed necessary by the Secretary or said agents but not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without federal aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed (*a*) the said sum of Seventy-four thousand, fifty-three and 75/100 dollars, certified to the Secretary of the Treasury as above mentioned, being less than 50 per cent of One hundred and sixty-eight thousand, one hundred and seven and 50/100 dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ....~~

~~...~~
~~(Official or depository)~~

~~hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... of ....~~
~~(State or county.) (Name.)~~

~~(Strike out if not appropriate.)~~

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ....

the State Treasurer, Salem, Oregon
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of
(State or county.)

Oregon of such sums as shall not together with previous payments
(Name.)

exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2. to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the ...., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .... (Include reference to statute making appropriation and probable amount annually available.)

STRICKEN OUT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 20th day of January, 192

State Highway Commission of Oregon
(Official title of Highway Department.)

By...

Chairman, State Highway Commission
(Title of officer.)

By J. B. Yeon

Member, State Highway Commission
(Title of officer.)

By W. B. Barratt

[SEAL.]

Member, State Highway Commission
(Title of officer.)

By...

....
(Title of officer.)

By...

....
(Title of officer.)

By...

....
(Title of officer.)

E. D. Ball

[SEAL.]

Acting *Secretary of Agriculture.*

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.*)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point at east end of Oregon Federal Aid project No. 15, and a point easterly at center of First Street in town of Crane locally known as the Central Oregon Highway, Harney County and designated in the records of this Department as Project No. 48, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $168,107.50 as the total estimated cost of said project, and the sum of $74,053.75 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 20th day of January one thousand nine hundred and Twenty-one, as witness my hand and the seal of the Department of Agriculture.

E. W. Ball
Acting *Secretary of Agriculture.*

February 9, 1921

Mr. J. M. Thompson,
Crane, Oregon.

Dear Sir:

Relative to your inquiry of February 2nd in the matter of right of way fencing on the Crane-Lawen Section of the Central Oregon Highway, would say that the matter of fencing is a County proposition and I would suggest that you take this up with the County Court direct.

Yours truly,

Secretary.

RAK:LM

cc. Mr. C. E. Daniels, Crane, Oregon.

Crane, Ore. 2/3/21.

STATE HIGHWAY COMMISSION
Portland,
Ore.

Gentlemen:- I am desirous of knowing what, if any disposition has been made of the fencing contracts upon the Burns, or rather of the Crane-Lawen section of the Burns-Crane Highway.

Should any other section of the work be open to contract would you not kindly advise the under-signed.

Your's Very Truly,

Bishop

Copy for State Highway Department
OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS,
WASHINGTON, D. C.

IN YOUR PLY PLEASE
REFER T FILE NO.____

istri Engineer,
204 st Office Building.
Portland, Oregon.

Dec 28-20

Dear Sir:-

We have today recommended to the Chief of Bureau the approval of the plans, specifications and estimate for Oregon Federal Aid Project number 48.

We are sending you, herewith, two copies of the agreement estimate which will be used as the basis of the project agreement.

Very truly yours,

Chief Engineer.

(Enclosures)
2 copies agr. est.

State 74,053.75
Co 20,000.00
Govt 74,053.75
168,107.50

for State Highway Department
~~WASHINGTON~~
Oregon

B-1.

December 16, 1920.

Mr. C. H. Purcell,
U. S. District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

On December 16, 1920, the Acting Secretary of Agriculture approved Oregon project statement No. 48, involving the improvement of 10.46 miles of the Lawen-Crane Post Road in Harney County, at an estimated cost of $171,192.34, and on which Federal Aid is requested to the extent of $75,596.17.

Very truly yours,

Chief Engineer.

LEB/fm

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. [illegible]

IN YOUR REPLY PLEASE
REFER TO FILE No.

October [illegible]

POST OFFICE BUILDING,
PORTLAND, OREG.

State Highway [illegible]
Salem,
Ore.

Re Oregon Fed. Aid project #48.

Gentlemen:-

We are today forwarding to the Chief of Bureau, with our recommendation for approval, plans, special provisions and estimate for above project. Our recommendation is dated September 25th, 1920.

On account of the very high contract price for overhaul we wish to advise you that we cannot approve a larger amount of this item than is shown in the agreement estimate. In other words, no claim for over-run in this item will be allowed.

Yours very truly,

District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING,
PORTLAND, OREG.

October 21, 1920.

STATE HIGHWAY ENGINEER

State Highway Commission,
Salem,
Ore.

Re Oregon Fed. Aid project #48.

Gentlemen:-

We are today forwarding to the Chief of Bureau, with our recommendation for approval, plans, special provisions and estimate for above project. Our recommendation is dated September 28th, 1920.

On account of the very high contract price for overhaul we wish to advise you that we cannot approve a larger amount of this item than is shown in the agreement estimate. In other words, no claim for over-run on this item will be allowed.

Yours very truly,

C H Purcell

District Engineer.

Oct. 19, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-48

Dear Sir:

Herewith we are enclosing five copies of estimate as basis for project agreement on the Lawen - Crane Section, Oregon Federal Aid Project No. 48.

This estimate includes the item of Class "C" Concrete and has been revised to show the items of concrete pipe only.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

By

Office Engineer.

Dictated by J. W. DeSousa,
ET
Enc.

LAWEN-CRANE SECTION OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

. . . .

(Estimate as basis for Project Agreement. Based on Contract Prices.)

10.46 Miles of Grading and Surfacing. Salem, Oregon, October 18, 1920.

Quantity		Item		Unit Price	Amount
All Required		Clearing and Grubbing			3,200.00
79,000	Cu. Yds.	Common Excavation	@	.50	39,500.00
1,000	Sta.Yds.	Overhaul		.15	150.00
1,300	Lin.Ft.	12" Plain Concrete Pipe		1.50	1,950.00
140	"	18" Reinf. " "		3.20	448.00
124	"	24" " " "		4.25	527.00
60	Cu. Yds.	Class "C" Concrete		40.00	2,400.00
23,000	"	Broken Stone Surfacing		4.25	97,750.00
1,104	Stations	Sprinkling One Course (Extra Work)		6.25	6,900.00
		Sub-Total			$ 152,825.00
		10% Engr. & Cont.			15,282.50
		TOTAL			$ 168,107.50

Cost per Mile $ 16,071.46

State Funds Available	$ 74,053.75
County " "	20,000.00
Federal Aid Requested	74,053.75
	$168,107.50

Federal Aid Recommended $ ________________

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

POST OFFICE BUILDING,
PORTLAND, OREG.

October 15, 1920.

REC[illegible]
OCT 1[illegible] 1920
STATE [illegible]

State Highway Commission,
Salem,
Ore.

Re Oregon Federal Aid project $48.

Gentlemen:-

Five copies of the estimate to be used as the basis for the project agreement on the Lawen-Crane improvement, Oregon Federal Aid project #48, forwarded to us October 2, are returned herewith. The estimate includes corrugated iron pipe culverts while the contract has been awarded for concrete. In view of the fact that a definite type of construction has been decided upon, the procedure which you refer to in the case of alternates does not apply. We wrote you a letter on May 5th on this same subject, from which we quote as follows:-

> "The agreement estimate should definitely specify the kind of culvert contracted for and no substitution should be allowed".

Ans [illegible]

Again on May 25th, in reply to your letter of May 19th, we wrote you as follows:-

> "Wherever possible it is desirable that the project agreement estimates include definitely the items to be contracted for, and we believe it is the better policy in the future to definitely specify the type of culvert, substitution where necessary to be handled by revised estimates".

The agreement estimate in this case should show reinforced concrete pipe only. Should some unforeseen contingency arise which would justify the substitution of galvanized iron pipe, a request for a change should be made and such request will be considered on its merits.

It is also noted that the plans show 60 cu. yds. of Class "C" concrete for culvert headwalls while this item does not appear in the agreement estimate. Please advise us whether this is an oversight or whether it is desired to except these headwalls from Federal Aid.

Very truly yours,

C H Purcell

District Engineer.

Form 39

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED [illegible] 1920 STATE HIGHWAY ENGINEER

Section Lawen-Burns

Date 10/9, 1920

Week from 10/3 to 10/10

Highway Central Oregon

Job Prefixes 13 PB

(List prefixes of all jobs worked on, giving approximate percentages of time on each)

County Harney

Survey will be completed about

Number in party 1

Camp location Burns, Oregon

Mail address Burns, Oregon - [illegible] Crane, Oregon

(NOTE.—If telephone, telegraph, freight or express station differs from mail address, please so state)

MISCELLANEOUS INFORMATION, INCLUDING PROGRESS REPORT

5th over this section checking pipe openings and grade line

6th County let contract for removal of fences from right of way and put up new fences necessary

7th To Crane with Mr McGee road supervisor, checking up fencing to be done by County

Have received no notes on this job yet and Contractor not begun grading or clearing sage brush.

Weather:- very fine fall weather and very dry

NOTED

NOTED H. B. GLAISYER

Signed C. E. Randels

Title Res. Engr.

October 9th, 1920.

McCall & Sheerin,
Merrill, Ore.

File P. R. 48

Gentlemen;

Complying with a request in your letter of Oct. 1st we mailed to you yesterday a set of the plans for the grading and surfacing of the Lawen-Crane Section. You will find in these plans both a map and a profile. We have not prepared for this work a roll profile such as is used on most of our state jobs, the plans for this work having been prepared in accordance with the Federal Bureau of Public Roads.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

H. W. SHEERIN

McCALL & SHEERIN
GENERAL CONTRACTORS
HIGHWAY AND RAILROAD CONSTRUCTION

[illegible]

October 2, 1920.

File P. R. 48

Mr. E. D. Bishop,
Division Engineer,
Klamath Falls, Ore.

Dear Sir:

The Special Provisions on the [illegible] section Oregon Federal Aid Project #48, state that any sprinkling of the materials required will be paid for as extra work. In order to secure Federal cooperation on this item, we have included the item of 1104 stations sprinkling one course at $4.25, amounting to $4,900.00. The entire work is approximately [illegible] stations in length, so that each unit is based on sprinkling one course for 100 feet.

In order that we may have a record of the work done as a basis for billing the government, we would suggest that all monthly estimates covering periods during which sprinkling of materials may be accomplished should show the number of stations with a notation that they are not a pay item. We believe that this method will enable us to keep our claims to the government up to date.

Very truly yours,

HERBERT NUNN
State Highway Engineer.

by
Office Engineer.

Dic by J W DeSouza
CJR

October 2, 1920.

File PR-48

Mr. C. H. Purcell,
District Engineer for Bureau of Public Roads,
Post Office Building,
Portland, Ore.

Dear Sir:

I am enclosing herewith five copies of estimate as basis for project agreement on the Lowen-Omans section Oregon Federal Project #48.

While the contract on this project is awarded on the basis of using concrete pipe, we have based the project agreement upon the use of corrugated galvanized iron pipe. This action is based upon a conversation with a representative of your office, in which it was stated in cases of this kind the project agreement estimate should be based upon the higher unit prices in order to avoid any complication in the pro rata share of the government on account of the use of alternates. In this special instance, however, we would call your attention to the fact that with a Federal cooperation of $72,420.92, the intermediate pro rata is not affected by the use of either type of pipe.

In accordance with a ruling of your office, items for construction of wood trestle at Station 1145 have not been included in the estimate.

With reference to the item of sprinkling, you will note that Special Provisions on this project state that any sprinkling required will be paid for as extra work. Our price of $6.25 per station is based upon an estimate from our Division Engineer of thirty cents per cubic yard of material.

Very truly yours,

HERBERT NUNN
State Highway Engineer.

by

Office Engineer.

Dic by J W DeSousa
GJR

Enc (5)

OREGON STATE HIGHWAY DEPARTMENT

OREGON FEDERAL AID PROJECT #48

Lawen-Crane Section of the Central Oregon
Highway in Harney County
(Estimated as basis for Project Agreement.
Based on Contract Prices)

10.46 Miles Grading and Surfacing.

Salem, Oregon, October, 2, 1920.

Quantity		Item	Unit Price	Amount
All required		Clearing and Grubbing		$ 3,200.00
79,000	cu yds	Common Excavation	.50	39,500.00
1,000	sta yds	Overhaul	.15	150.00
1,300	lin ft	12" Plain Concrete Pipe	1.50	Alternate
140	"	18" Reinforced Concrete Pipe	3.20	"
124	"	24" " " "	4.25	"
1,300	"	12" Corrugated/Galv Iron Pipe	2.35	3,055.00
140	"	18" " " " "	3.70	518.00
124	"	24" " " " "	4.85	601.40
23,000	cu yds	Broken Stone Surfacing	4.25	97,750.00
1,104	stations	Sprinkling one course (extra work)	6.25	6,900.00
		Sub Total		$ 151,674.40
		10% Engr & Cont		15,167.44
		Total		166,841.84

Cost per mile $15,950.46

State Funds Available	73,420.92
County " "	20,000.00
Federal Aid Requested	73,420.92
	166,841.84

Federal Aid Recommended $____________

September 29, 1920.

F.A. #48

Mr. C. H. Purcell,
Division Engineer for Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

As requested in your letter of Sept. 27th, we have revised our project statement estimates for Federal Aid Project No. 48, and are sending you herewith three copies of same.

Kindly substitute these copies for the estimates submitted with our project statements and this will also authorize you to change the total amounts of State Funds available for this work, as shown on sheet [illegible] of the project statement, from $76,156.96 to $75,596.17.

Very truly yours,

HERBERT NUNN,
State Highway Engineer.

by
Office Engineer.

HIP:OJR

Enc (3)

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore.F.A.48.

September 27, 1920.

State Highway Commission,
Salem,
Ore.

Gentlemen:-

In connection with project statement on Oregon Federal Aid project No. 48, it is found that the preliminary estimate has an error of 50¢ in the extension of the item "139 ft. of 18" pipe".

A 34 ft. trestle also appears in this estimate, and, as this trestle is now to be constructed with state funds only, it should be eliminated. Please forward us three copies of the revised estimate which we may insert in the project statement. The project statement will be held in this office awaiting receipt of this revised estimate.

Very truly yours,

J. A. Elliott

Acting District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore.F.A.48.

RECEIVED
SEP 28 1920

September 27, 1920.

State Highway Commission,
Salem,
Ore.

Gentlemen:-

Your letter of September 11th regarding two-panel timber trestle on Oregon Federal Aid project No. 48, has been received.

In view of the urgency in beginning construction on this project, you are advised that this office will recommend approval of this structure as an exception to be constructed with state funds, subject, of course, to inspection and approval by this Bureau.

The plans are being held awaiting the receipt of a revised typical section sheet. This matter was discussed with your Mr. Probert recently by Mr. McKesson of this office.

Yours very truly,

J A Elliott

Acting District Engineer.

RESOLUTION

WHEREAS, The State of Oregon, by its State Highway Commission, and the Federal Government, by and through its Bureau of Public Roads, have designated for improvement that certain section of highway in HARNEY COUNTY, known and designated as the LAWEN-CRANE SECTION of the CENTRAL OREGON HIGHWAY, which section of highway is to be improved as a post road project; and

WHEREAS, the cost of improving and constructing said section of highway, which said cost is estimated to be approximately $ 172,313.79, is to be borne by the Federal Government, the State of Oregon, and the County of HARNEY, the County co-operating in the amount of $20,000.00, and the Federal Government in the amount of approximately $ 76,156.89, and the State of Oregon in whatever amount may be required in addition to the County and Federal Government Funds to carry the project to completion.

WHEREAS, the improvement of said section of highway as contemplated will be of special benefit to HARNEY COUNTY, and

WHEREAS, it appearing to the County Court of HARNEY COUNTY that there should be at this time appropriated out of the ______ General Road Fund ______ funds of the County, the amount agreed upon to be provided by the County toward the cost of said improvement:

THEREFORE, be it, and it is hereby resolved by the County Court of HARNEY COUNTY, sitting at this time as a County Court for the transaction of County business, that HARNEY COUNTY does hereby approve of and accept the proposal to improve and construct the said section of highway herein designated for improvement as a post road, and said County hereby obligates itself to pay towards the total completed cost of the improvement of said section of highway, the sum of TWENTY THOUSAND DOLLARS ($ 20,000.00).

And be it resolved that there be, and there is hereby set aside, and appropriated out of the ______ General Road Fund ______ funds of the County, the sum of TWENTY THOUSAND DOLLARS ($ 20,000.00) to be used and applied on the cost of said improvement.

Be [illegible] further resolved that this resolution be entered in the County Court Journal, and three duly certified copies of this resolution be delivered to the Oregon State Highway Commission [illegible] which said [illegible]

RESOLUTION

WHEREAS, The State of Oregon, by its State Highway Commission, and the Federal Government, by and through its Bureau of Public Roads, have designated for improvement that certain section of highway in HARNEY COUNTY, known and designated as the LAWEN-CRANE SECTION of the CENTRAL OREGON HIGHWAY, which section of highway is to be improved as a post road project; and

WHEREAS, the cost of improving and constructing said section of highway, which said cost is estimated to be approximately $ 172,313.79, is to be borne by the Federal Government, the State of Oregon, and the County of HARNEY, the County co-operating in the amount of $20,000.00, and the Federal Government in the amount of approximately $ 76,156.89, and the State of Oregon in whatever amount may be required in addition to the County and Federal Government Funds to carry the project to completion.

WHEREAS, the improvement of said section of highway as contemplated will be of special benefit to HARNEY COUNTY, and

WHEREAS, it appearing to the County Court of HARNEY COUNTY that there should be at this time appropriated out of the General Road Fund funds of the County, the amount agreed upon to be provided by the County toward the cost of said improvement:

THEREFORE, be it, and it is hereby resolved by the County Court of HARNEY COUNTY, sitting at this time as a County Court for the transaction of County business, that HARNEY COUNTY does hereby approve of and accept the proposal to improve and construct the said section of highway herein designated for improvement as a post road, and said County hereby obligates itself to pay towards the total completed cost of the improvement of said section of highway, the sum of TWENTY THOUSAND DOLLARS ($ 20,000.00).

And be it resolved that there be, and there is hereby set aside, and appropriated out of the General Road Fund funds of the County, the sum of TWENTY THOUSAND DOLLARS ($ 20,000.00) to be used and applied on the cost of said improvement.

Be it further resolved that this resolution be entered in the County Court Journal, and three duly certified copies of this resolution be delivered to the Oregon State Highway Commission, the delivery and receipt of which said copies shall be deemed sufficient to authorize the improvement of said section of highway, and shall thereby become a binding obligation on the County of HARNEY for the purpose and to the extent herein stated.

Executed this 1st day of September 1920.

COUNTY COURT OF HARNEY COUNTY,

/s/ Wm. Farre,
County Judge

/s/ Jas McKinnon,
Commissioner

______________________,
Commissioner.

Sept. 11, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-48

Dear Sir:

Receipt is acknowledged of your letter of Sept. 8th stating that it will be the policy of your Bureau to disapprove the granting of Federal Aid in the construction of temporary structures.

Prior to the receipt of this letter we transmitted to you the completed plans for Federal Aid Project No. 48. These plans contemplated the use of a two-panel timber trestle which would be classed by you as a temporary structure. It would therefore be necessary for you under your present policy to disapprove the granting of Federal Aid on this project unless plans are prepared for a permanent structure in place of the timber trestle.

As stated in our letter of transmittal, we are planning to advertize this work for bids to be received on September 28th, and the Highway Commission and the people of Harney County are very anxious that the contract be awarded and construction commenced at the earliest possible moment. Any delay at this time, such as would be necessitated by a revision of the plans for this structure, would be a rather serious matter. We request, therefore, that, in view of the fact that our plans were submitted prior to the receipt of advice as to your new policy in regard to temporary structures, you allow the plans to go through as submitted.

If you can see your way clear to grant this request, the State Highway Commission is willing to except this structure from among the cooperative items of cost, and to bear the cost of same in full.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET

Sept. 10, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR-48

Dear Sir:

We are enclosing herewith five copies of each of the estimate price analysis and special provisions for the grading and surfacing of the Lawen-Crane Section of the Central Oregon Highway, Federal Aid Project No. 48.

The detailed plans for this work are going forward to you under separate cover.

This work is being advertised for bids to be received on September 28th. If the contract is awarded at that time, we will immediately prepare and submit an estimate to be used as a basis for the project agreement.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

Noted

By

Office Engineer.

SHP:ET
Enc.

OREGON STATE HIGHWAY DEPARTMENT. OREGON FEDERAL AID PROJECT NO. 46.

LAWEN-CRANE SECTION OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

* * * * *

10.46 Miles Grading & Surfacing. Salem, Oregon, September 3, 1920.

Quantity	Item	Unit Price	Amount
All Required	Clearing & Grubbing(60' R. of W.)		$ 1,600.00
79,000 Cu.Yds.	Common Excavation	@ .40	31,600.00
1,000 Sta.Yds.	Overhaul	.05	50.00
1,300 Lin.Ft.	12" Culvert Pipe	2.00	2,600.00
140 "	18" " "	3.50	490.00
124 "	24" " "	5.50	682.00
6 Cu. Yds.	Class "B" Concrete	32.00	192.00
60 "	Class "C" Concrete	30.00	1,800.00
12 M-FBM	Lumber & Timber	85.00	1,020.00
23,000 Cu. Yds.	Broken Stone Surfacing	5.00	115,000.00
	Sub-Total		$ 155,034.00
	10% Engr. & Cont.		15,503.40
	TOTAL		$ 170,537.40

Cost per mile 16,303.76

County Funds Available	$ 20,000.00
State " "	75,268.70
Federal Aid Requested	75,268.70
	$170,537.40

JWD

UNIT PRICE ANALYSIS

Structure, Type, Proportions.
Width, Thickness, &c Of Pavement. 16' Wide, 8" loose thickness [illegible]

ESTIMATE, ITEMS												
Elements	stone											
Kind	Broken											
Sample No.												
Test No.												
Quantity Available	[illegible]											
Source	[illegible]											
Delivery	[illegible]											
COSTS (Including All Overhead) F.O.B. Purchase Unit (Ton, Cy. or Gal)												
F.O.B. or in Crusher Bin Cy. Loose	2.00											
Transfer to Wagon, if F.O.B.	.20											
Haul	2.16											
Cost of One Unit	4.36											
Unit Used												
Fraction Used In Each Unit of finished Product & Amount												
Total Amount For Raw Materials												
Manipulation	[illegible]											
Sum	[illegible]											
Profit (%)												
Freight												
Totals												
Converted to Use												
Unit Of Finished Product												
Haul Data Average Length	1130 M.											
Haul Data Cost	[illegible]											

Estimated By [illegible] Date 9-3-20

Checked By Date

SPECIAL PROVISIONS.

LAWEN - CRANE.

Federal Aid Project:

This is a Federal Aid Project and attention is especially called to all clauses relative to such projects.

Date of Completion:

The grading work to be done under the terms of this contract shall be completed not later than January 31, 1921. The date of completion for the entire project shall be July 31, 1921.

No surfacing shall be placed prior to authorization by the Engineer, which authorization shall be given during the early spring of 1921 or as soon as weather conditions may be suitable.

One Classification of Excavated Material:

Under this contract, excavation will not be classified in accordance with the classification specifications given on page 15 of the Standard Specifications. The contractor will bid a single price for "Common Excavation", and all excavation, regardless of the nature of the material excavated will be paid for at this price. Excavation shall be made in accordance with the instructions of the Engineer and will include the removal of slides, construction of roadbed to the grade and alignment established by the Engineer, excavation of cut ditches and drain ditches of all kinds, and all other excavation that may be ordered.

Side Ditches:

Where the roadbed is in excavation, the contractor will be required, in so far as possible, to construct the side ditches in such a manner and to such depth that continuous longitudinal drainage will be provided between the various drainage structures.

All excavation connected therewith will be paid for as "Common Excavation."

BROKEN STONE SURFACING.

Preparation of Sub-grade:

Before any surfacing is applied the roadbed shall be regraded and brought to a cross-section suitable for the application ofthe surfacing. All ruts and inequalities shall be eliminated and such trenching done as may be considered desirable by the Engineer to give shoulders between which to place the surfacing material.

The contractor's attention is particularly called to the fact that the cost of preparing the sub-grade must be included in the unit bid price per cubic yard for surfacing. No payment for excavation or other work connected therewith will be made and no force account allowed.

Width and Thickness:

Surfacing shall be constructed sixteen feet in width and with an average thickness of eight (8) inches loose. The thickness may be increased or decreased at the option of the Engineer to suit varying conditions of sub-grade.

Number of Courses:

Surfacing shall in general be constructed in two courses, the relative thicknesses of courses to be as directed by the Engineer.

Quality of Material:

Material suitable for crushing and use on this work may be obtained from a quarry site located approximately 800 feet to the right of Station 1274. The Engineer shall be the judge of whether material from any other pit is, or is not, satisfactory, and no material from any other source shall be used which, in the opinion of the Engineer, is not equal in quality to the material in this particular quarry.

Pits to be Secured by Contractor:

All quarries or other sources of material shall be secured and developed by the contractor.

Sizes of Materials:

No Broken Stone shall be used the largest dimension of which shall be refused by a two (2) inch circular opening. Not less than seventy (70) percent nor more than eighty-five (85) percent shall be retained on a one-quarter (¼) inch screen. Of the materials retained on a one-quarter (¼) inch screen, not less than thirty-five (35) percent nor more than sixty (60) percent shall be retained on a three-quarter (3/4) inch screen. The materials passing a one-quarter (¼) inch screen shall not contain more than thirty (30) percent of dirt and stone dust as determined by passage through a No. 50 standard laboratory sieve. It is the intention to use the entire crusher output and the contractor shall be required to furnish a material which shall be well graded from coarse to fine and is within the specified proportions for the various sizes. Should the material at any time, fail to maintain suitable grading and proportions the contractor by satisfactory manipulation or the addition of selected materials, shall furnish a material that is well graded and of the specified proportions.

Screening:

The Broken Stone, crushed in accordance with the above specifications, shall be separated into two sizes and stored in separate bins. Material passing a two (2) inch circular opening and retained on a second screen of a size to be determined during the course of the work, shall be used in the construction of the bottom course. Material passing this second screen shall be used in the construction of the top course.

The size of the second screen shall be based upon the requirements of the materials encountered and shall be anywhere from five-eights (5/8) inch to one (1) inch as may be directed by the Engineer. If required by the Engineer this screen shall be equipped with a dust jacket.

Construction Requirements:

With a view of securing a maximum amount of uniformly smooth and compacted surface, the contractor will be required to do his hauling, as far as practicable, over the surfacing as it is placed; to construct each course beginning at the point of loading and working away from that point; and to construct and maintain a finished bottom course at least five hundred (500) feet in advance of the placing of the top course.

The contractor shall carefully spread the material by a method satisfactory to the Engineer and in no case will any segregation of the large and fine particles in either course be allowed.

In the construction of each course the contractor shall harrow and drag the material at frequent intervals during the spreading and levelling process, and also later when hauling is being done over the road. The intervals at which harrowing and dragging will be required, and the manner in which it shall be done, will be determined by the Engineer basing his judgment upon the results that are and can be reasonably obtained.

Any sprinkling that may be required will be paid for as "Extra Work" in accordance with the terms stated on pages 11 and 12 of the Standard Specifications.

After the surfacing is completed and all construction hauling is done, the contractor will be required to grade up and finish the entire roadbed producing a uniform and finished roadbed section as indicated on the typical cross-section attached.

Measurement and Payment:

Surfacing shall be paid for at the unit price bid for "Broken Stone Surfacing". This price shall be understood to include the preparation of subgrade, the furnishing of all material, the crushing, screening, hauling, spreading, harrowing and dragging of the surfacing materials, the trimming of earth shoulders, and all other work incidental to the construction of a complete and finished broken stone road.

The quantity of "Broken Stone Surfacing" to be paid for shall be the number of cubic yards, loose measure, of broken stone delivered and incorporated in the work, in accordance with the specifications and the instructions of the Engineer.

Sept. 7, 1920.

File PR - 48

Hon. Wm. Farre,
County Judge,
Burns, Oregon.

Dear Sir:

Plans for the grading and surfacing of the Lawen-Crane Section of the Central Oregon Highway are now complete and ready for transmittal to the Bureau of Public Roads.

We were under the impression that we had already received from you copies of the resolution appropriating $20,000.00 toward the cost of this project, but we fail to find copies of such a resolution in our files. As it is necessary that such a resolution be in the hands of the Highway Commission and the Bureau of Public Roads before the work can be placed under contract, we would request that you immediately supply us with copies of such resolution as may have been passed by your court making this appropriation. If such a resolution has not already been passed, we would suggest that such action be taken at once and copies of the resolution furnished us.

For your convenience we have prepared and are enclosing herewith three copies of a resolution prepared on the more or less standard form. You may find it convenient to use these resolutions in preference to having special resolutions drawn. In any event it is necessary that we have two signed or certified copies of a resolution appropriating $20,000.00 for this work.

In this connection we refer to your statement to the State Highway Commission in Portland on July 6th, that your county had available $20,000.00 for expenditure in cooperation with the State and Federal Governments upon this project.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer,

SW[illegible]:ET
Enc.

RESOLUTION

WHEREAS, The State of Oregon, by its State Highway Commission, and the Federal Government, by and through its Bureau of Public Roads, have designated for improvement that certain section of highway in HARNEY COUNTY, known and designated as the LAWEN-CRANE SECTION of the CENTRAL OREGON HIGHWAY, which section of highway is to be improved as a post road project; and

WHEREAS, the cost of improving and constructing said section of highway, which said cost is estimated to be approximately $ 172,313.79, is to be borne by the Federal Government, the State of Oregon, and the County of HARNEY, the County co-operating in the amount of $20,000.00, and the Federal Government in the amount of approximately $ 76,156.89, and the State of Oregon in whatever amount may be required in addition to the County and Federal Government Funds to carry the project to completion.

WHEREAS, the improvement of said section of highway as contemplated will be of special benefit to HARNEY COUNTY, and

WHEREAS, it appearing to the County Court of HARNEY COUNTY that there should be at this time appropriated out of the ____________________

____

funds of the County, the amount agreed upon to be provided by the County toward the cost of said improvement:

THEREFORE, be it, and it is hereby resolved by the County Court of HARNEY COUNTY, sitting at this time as a County Court for the transaction of County business, that HARNEY COUNTY does hereby approve of and accept the proposal to improve and construct the said section of highway herein designated for improvement as a post road, and said County hereby obligates itself to pay towards the total completed cost of the improvement of said section of highway, the sum of TWENTY THOUSAND DOLLARS ($ 20,000.00).

And be it resolved that there be, and there is hereby set aside, and appropriated out of the ______________________________________

______________________funds of the County, the sum of TWENTY THOUSAND DOLLARS ($ 20,000.00) to be used and applied on the cost of said improvement.

Be it further resolved that this resolution be entered in the County Court Journal, and three duly certified copies of this resolution be delivered to the Oregon State Highway Commission, the delivery and receipt of which said copies shall be deemed sufficient to authorize the improvement of said section of highway, and shall thereby become a binding obligation on the County of HARNEY for the purpose and to the extent herein stated.

Executed this________________day of______________________1920.

COUNTY COURT OF HARNEY COUNTY,

__________________________,
County Judge

__________________________,
Commissioner

__________________________,
Commissioner

Sept. 7, 1920.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File PR - 48

Dear Sir:

We are transmitting herewith three copies of project statement requesting Federal Aid in connection with the grading and rock surfacing of the Lawen-Crane Section of the Central Oregon Highway in Harney County. We believe that this statement is complete except for the resolution of the Harney County Court appropriating $20,000.00 for their share in the cost of this project. We are today writing to the County Judge requesting that the necessary resolution be passed and copies forwarded to us at once. Copies of this resolution will be sent to your office as soon as received by us.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET
Enc.

State Oregon

Project No. 46
(Not to be filled in.)

Form P R L. 1
Bureau of Public Roads
U. S. Dept. of Agr.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) August 24, 1920.

THE SECRETARY OF AGRICULTURE,
Washington, D. C

Sir:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Co-operative Road Bonding Act, Chapt. 175 Laws of 1917, Chapt. 31 Laws of 1920.
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance.

1. Local name of road Lawen-Crane Post Road Section Central Oregon Highway.
2. Located between Lawen and Crane, County of Harney.
3. Points of beginning and ending Begins at end of Federal Aid Project No. 15, 1071 feet East of 1/4 Sec. Cor. on South side of Sec. 33-Tp.24 S-R. 32½ E.W.M., 1 mile East of Lawen and extends to cen. of First St. Crane.
4. Length in miles (gross) 10.46 (net) 10.46

Note.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4256

5. Miles of project used as post route None; miles not used as post route 10.44

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

Proposed irrigation program should develop this section. This project is important principally as a through State Highway and as a connection road between the town of Burns and the terminus of the railroad at Crane.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None.

8. Tolls collected on roads or bridges on this project, if any None.

9. Is project part of State's five-year program heretofore submitted? Yes.

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) To complete present Highway from Burns to Crane, which is terminus of railroad. Is part of a through State Highway.

11. Improved roads adjacent or contiguous and type of each Burns-Lawen Section, connecting with proposed road, at West end, graveled, and County road from Crane Easterly-Dirt Road.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 10, (*b*) passenger motor vehicles 30, and (*c*) horse-drawn vehicles 15

13. Local traffic, approximate average daily number of (*a*) trucks 0, (*b*) passenger motor vehicles 10, and (*c*) horse-drawn vehicles 5

14. Description and present condition of traveled way Dirt road-poor condition, and passes through low ground which is difficult to drain.

15. Proposed width of surfacing 16; feet between ditches 24; approximate maximum gradient [illegible] per cent.

16. Proposed type of construction Crushed Rock Macadam

17. Location, nature, and extent of deposits of local materials suitable for use on this project Rock Deposit, at Station 1274, 5 miles West of Crane, near proposed road.
(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet Framed Trestle two 17-foot spans about 4 miles East of beginning of Project at Station 1165, over Malheur Slough.
(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State of Oregon and County of Harney.
(State or (and) county.)

20. Amount of funds which will be available for construction: (a) State $75,596.17 ~~$76,156.90~~ and such additional amount as may be required to assure completion of project.
(Amount.) (Source; refer to statute.)

(b) County $20,000.00. See attached resolution of County Court of Harney County.
(Amount.) (Source; refer to statute.)

21.

from th

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Departr

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of the S

24.

used in

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same Chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN,

Secretary.

22.

Depart

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

Resolution of County Court of Harney County appropriating $20,000.00.

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project

Oregon State standard forms of contract and contractor's bond will be used.

8—4254

desired [illegible]

(State in lump sum or percentage, but not both.)

25. Reconnaissance estimate of cost of project:

Made by R. H. Baldock Date June 29, 1920., 19

APPROXIMATE QUANTITY.	UNIT.	ITEM.	PRICE.		AMOUNT.	
75,221	Cu. yds.	Excavation, 00 % rock		40	30,088	40
	Sq. yds.	Surfacing of				
23,600	Cu yds	Broken Stone Surfacing	5	00	118,000	00
None		Structures of 20′ span or under				
None		Structures over 20′ span				
		Other items				
76	Acres	Clearing and Grubbing			1,600	00
1,111	Lin ft	12" Pipe	2	00	2,222	00
139	"	18" "	3	50	486	50
123	"	24" "	5	50	676	50
6	Cu yds	Class "B" Concrete	32	00	192	00
78.8	"	" "C" "	30	00	2,364	00

Length, 10.46 miles.

Cost, $16,366.38 per mile.

Subtotal	$155,629 40
10% Engineering and Contingencies	15,562 94
Total	$171,192 34

This estimate approved by:

(Title) Office Engineer.

26. Amount of Federal aid desired $75,596.17

(State in lump sum or percentage, but not both.)

27. Payment desired on completion or as work progresses

As work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

State Treasurer of the State of Oregon, Salem, Oregon.

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

Oregon State Highway Commission.
(Official title of Highway Department)

By

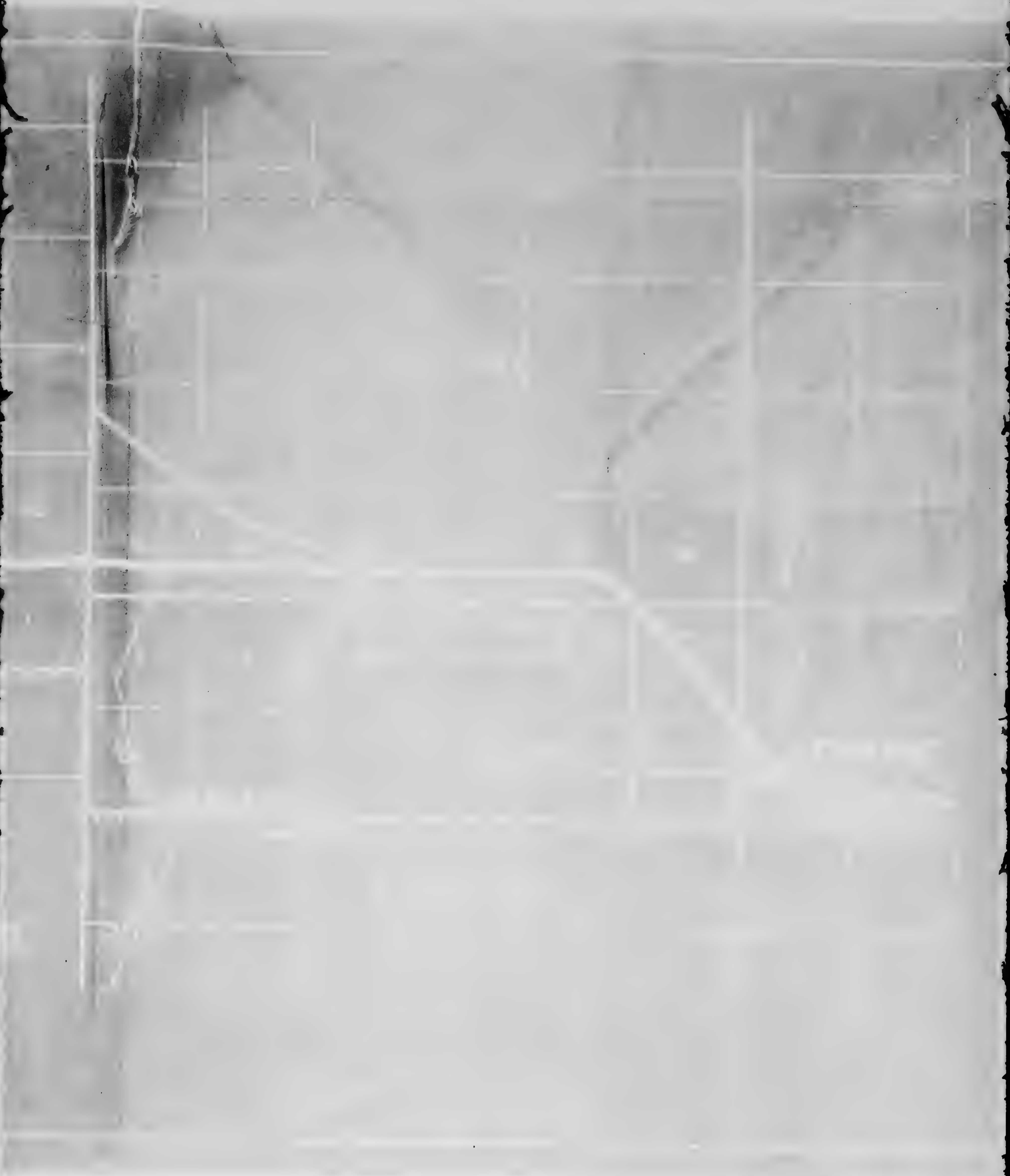
Chairman.
(Title of officer)

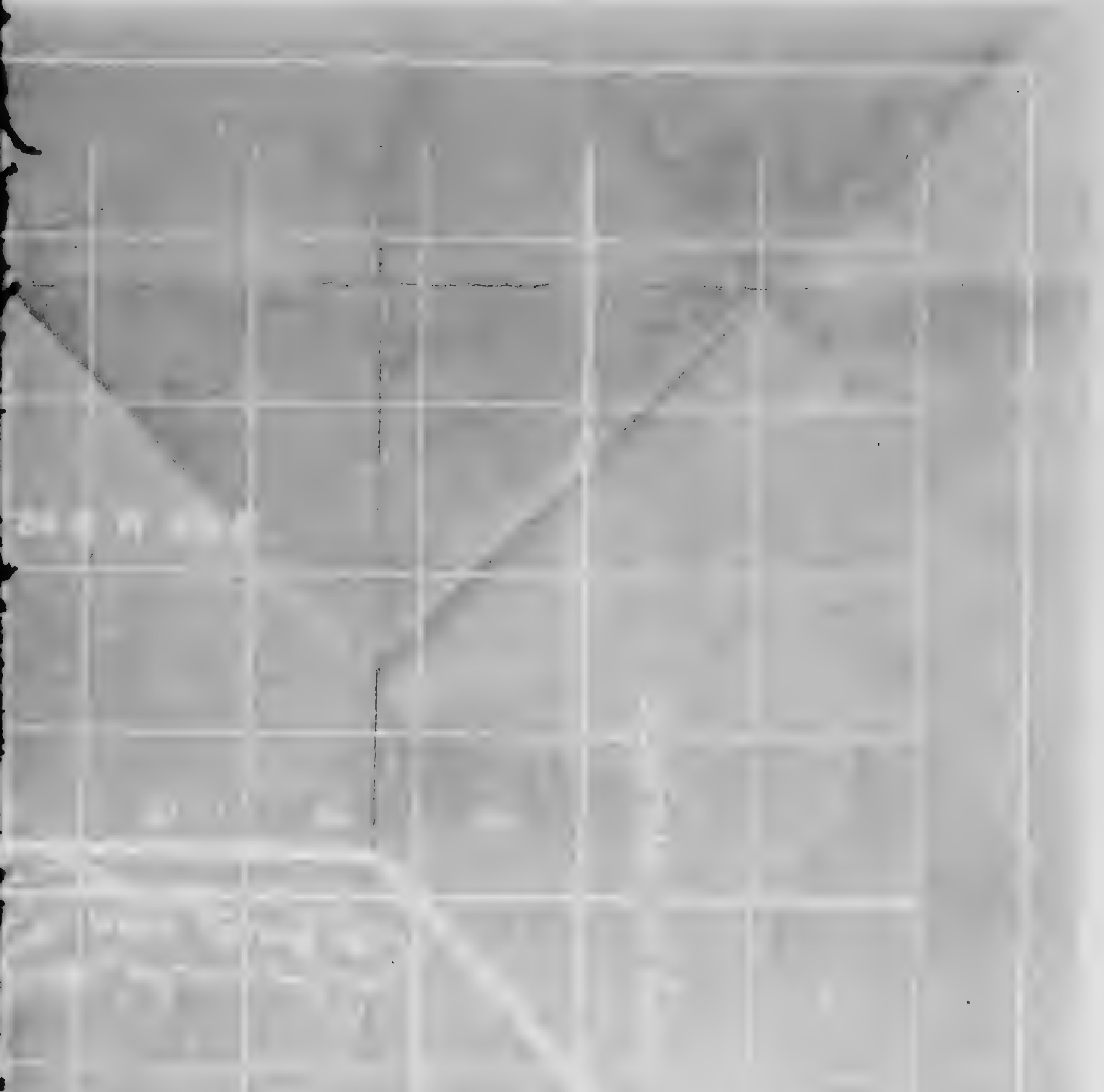
By

Commissioner.
(Title of officer)

By

Commissioner.
(Title of officer)





CONTRACT# 299

PR 49 Oregon City-Multnomah Co. 1920-1921
Line

299 [redacted]

CONTRACT# 299

PR 49 Oregon City-Multnomah Co. 1920-1921
Line

299 [redacted]

January 27, 1922

Mr. F. T. Young,
Resident Engineer,
Oregon City, Oregon.

File FR-49

Dear Sir;

In reply to your note requesting the cost to the Scandia Shipbuilding Co. of cement furnished by the state for use on the paving of the Oswego-Oregon City Section, we have to inform you that this cement was charged to the Scandia people at the rate of $4.05 per barrel, inclusive of sacks. Credit for returned sacks accrued directly to the Scandia Shipbuilding Co. at a rate of 15¢ ~~[illegible]~~ each.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:NTH

PRK

January 12, 1922

United States Fidelity & Guaranty Company,
c/o J. L. Hartman Company, Agents,
Chamber of Commerce Building,
Portland, Oregon.

#299

Gentlemen:

The purpose of this letter is to advise you of the intention of the Highway Commission to make final payment on contract No. 299, which is held by the Scandia Shipbuilding Company, and covers the paving of a section of the Pacific Highway in Clackamas County, between Oregon City and the Multnomah County Line.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

FORM 3 11-5-17

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON } COMMISSIONERS
E. J. ADAMS, EUGENE
G. ED ROSS, SECRETARY

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

3

NOTED
W. D. CLARKE

PR
49

Oregon City,Oregon.
Jan.3,1

STATE H

Mr.J.T.Stampher,
Oswego,Ore.

Dear Sir;

Regarding condition of your approach to the Pacific Highway near Oswego.

Removal of the old structure at Tryon creek was carried on by county forces after the completion of the Pacific Highway at this point, and any question of repairs of damages resulting therefrom should be taken up with the county court.

The construction of a guard fence at the turn under the S.P.tracks would be a matter for the users of the private road to determine as it is not a part of the State highway.

Yours truly,

Resident Engineer.

Mr. Clarke
[illegible] making my reply to
Mr. Stampher
[illegible]

PR 49

January 4, 1922

Mr. J. Dean Butler,
Attorney at Law,
205-6 Masonic Temple,
Oregon City, Oregon.

Dear Sir:

In response to your letter of December 30th, which was just received in this office today, would say that the Scandia Shipbuilding Company contract on the Oswego-Oregon City paving project, was completed on the 23rd of November, 1921.

This contract, as all state highway contracts, is covered by a surety bond to protect labor and material claims, which under the Oregon law runs for one year after the work is completed and accepted.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LM

J. DEAN BUTLER
ATTORNEY AT LAW
205-6 MASONIC TEMPLE
OREGON CITY, OREGON

Dec. 30, 1921.

STATE [illegible] ENGINEER

State Highway Commission,
Portland, Oregon.

Gentlemen;

L. Erb trucked gravel for the work on the highway from Oswego to West Linn under some sort of a contract with L. A. Smith, who I am informed worked with Fred Morey in furnishing gravel to the Scandia Shipbuilding Company.

Mr. Erb has been unable to get all of his pay from Smith and now desires to start an action against Smith and his bondsman.

Will you kindly furnish me with the date when the work on the highway from Oswego to West Linn was concluded and for what period of time the bond is good?

Thanking you in advance I am

Very truly

J. Dean Butler.

jdb;b

Work completed 11/23-1921
Contract Runs for 1 year after
work is accepted.

PLEASE RETURN TO [illegible]
FOR REPLY WITH NECESSARY
INFORMATION.

E PR 49

C C for information - F. T. Young

December
Twenty-one
1 9 2 1

Mr. J. T. Stompher,
Oswego, Oregon.

Dear Sir:

This will acknowledge receipt of yours of December 13th concerning conditions which you believe are unsatisfactory at Tryon Creek.

Your letter has been referred to our Resident Engineer, at Oregon City, with instructions to take such action as may be the responsibility of this Department, and to report same to this office.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By

Division Engineer.

DC:[illegible]

CC to F. T. Young.
Oregon City, Ore.

3PA

December
Eighth
1 9 2 1

Mr. F. T. Young,
Resident Engineer,
Oregon City, Oregon.

Dear Sir:

Referring to our conversation regarding construction of guard fence along the Oregon City-Multnomah County Line Section: You may proceed to construct such fence as is required by state forces, it having been decided not to make a combination contract job of this and other fence construction jobs in this section of the state. I believe it would be advisable to make the fence south of Sucker Creek Bridge continuous from the bridge to the top of the hill, as we discussed.

Yours very truly,

DIVISION ENGINEER.

WDC:GMB

PR#9

December 7th,
1921

Oregon Iron and Steel Company,
500 Concord Bldg.,
Portland, Ore.

File 3PA

Gentlemen:

Attention - A. S. Pattullo

This will acknowledge receipt of yours of November 30th regarding a description of the Pacific Highway Right-of-Way south of Oswego. This matter will be given immediate attention and the desired description will be supplied as soon as necessary information therefor can be obtained from our Resident Engineer at Oregon City.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

WTC:GMC

By
Division Engineer.

CC to F.S. Young,
Oregon City, Ore.

PR+9

3PA

November
Twelfth
1 9 2 1

Mr. L. L. Porter,
City Recorder,
West Linn, Oregon.

Dear Sir:

Receipt is acknowledged of yours of November 6th regarding certain matters in connection with the State Highway through West Linn. As regards the man-hole or catch basin, instructions have already been issued for the construction of a cover and this will be done in the very near future.

Regarding the connection of other streets with the Highway in the vicinity of Bolton: Your attention is called to the fact that the grade of the highway past these streets intersections has not been changed from that of the old road. The present highway grade is, of course, wider than the old grade, and to this widening is due the change in grade of the street approaches. Even in their present condition access is possible at all of these intersections from the highway to traveled streets, although, naturally, it is not as convenient as before the highway grade was widened. In practically all cases where highway construction has made necessary or desirable the changes in the connections of either private roads or county roads, the private owners or counties interested have made such changes, and it is the expectation of this department that similar action will be taken in the case of West Linn. It is felt that this should particularly be true in your case, since the commission required no contribution from the city toward the paving which has thus far been done.

As regards the construction of a guard fence along the top of the cut where the present highway grade is lower than the old county grade: No promise of such construction was made by this office, and it has certainly never been understood that such a fence would be constructed, since it is not in any way necessary for the protection of traffic on the highway. This would seem to me to be a matter purely for the local authorities, or even for the individual owners, since it is not necessary even for protection of general local traffic, but only for one or two individual property holders who preferred to have the road constructed in its present manner, with a full knowledge of what the conditions would be, rather than cooperate with this department in making possible its construction upon the original grade of the road.

Yours very truly,

HERBERT NUNN,
State Highway Engineer,

By_______________
Division Engineer

Dictated by W.D. Clarke
GHC
CC to F.T. Young,
Oregon City, Ore.

Mr.Herbert Nunn,State Highway Engineer,
Salem,Oregon.

West Linn,Ore. Nov.6,1921

ANSWERED
W. D. CLARKE

NOV 11 1921
STATE HIGHWAY ENGINEER

Dear Sir:I am instructed by the city council to write the Highway Department concerning certain things done by the local engineer.The claim of the council is that aman hole or catch basin for alarge cement drain near the Bolton school has no cover and if a child should fall in it would be killed or seriously injured.That the grade has been changed on the Highway in the city and where it intersects streets of the city travel can not get on the highway from the streets if any load is carried.That where the city allowed for a short distance a change in grade it was made much greater in depth [illegible] than contemplated by the city and that a railing was promised for the edge of the cut and the same has never bee been put in.

Respectfully,
L.L.Porter,City Recorder.

You are further no[illegible] permitted to remain in its present position on said highway, and [illegible] be covered with the said concrete pavement, and subsequently it becomes necessary for the said Portland Gas & Coke Company to excavate for the purpose of repairing said pipe line,or for other purposes, that such excavation will seriously and permanently disturb and damage the said pavement, and by reason of said facts it is the opinion of the engineers of the Oregon State Highway Commission that said pipe line should be taken up and relocated so that the same will occupy a position on said highway not effected by, or covered by, said concrete pavement.

You are further notified and advised that should the said pipe line, or lines, be left and permitted to remain in their present position, and be permitted to be covered by the said concrete pavement, and thereafter the said Portland Gas & Coke Company find it necessary, for the purpose of making repairs, or otherwise, to excavate and uncover said pipe line, that such effort or attempt will be resisted by the State, through the State Highway Commission, on the ground and for the reason that any such excavation or other disturbance of said concrete

PR 49

November 16, 1920

Portland Gas & Coke Co.,
Gasco Bld'g.,
Portland, Oregon.

Gentlemen:

This is to advise you, and you are hereby notified:

That there has been installed, and is now being maintained by the Portland Gas & Coke Company, a pipe line, or lines, over one of the public highways of the State of Oregon, to-wit: the public highway in Clackamas County between the city of Oswego and the Multnomah County Line.

That the said highway is now being permanently improved by Clackamas County and the State Highway Commission under and by virtue of the provisions of Chapter 237 of the Laws of Oregon for 1917, and Chapter 423 of the Laws of Oregon for 1917, and subsequent, kindred and related statutory enactments.

That the type of improvement and construction of said highway consists in regrading said highway and in placing thereon a concrete pavement. The width of said higway and the portions thereof now being improved, will, when completed, be of such extent and character that the pipe line of the said Portland Gas & Coke Company now occupying said highway, will be within the limits and boundaries of the said concrete pavement.

You are further notified and advised that if said pipe line is permitted to remain in its present position on said highway, and is permitted to be covered with the said concrete pavement, and subsequently it becomes necessary for the said Portland Gas & Coke Company to excavate for the purpose of repairing said pipe line, or for other purposes, that such excavation will seriously and permanently disturb and damage the said pavement, and by reason of said facts it is the opinion of the engineers of the Oregon State Highway Commission that said pipe line should be taken up and relocated so that the same will occupy a position on said highway not affected by, or covered by, said concrete pavement.

You are further notified and advised that should the said pipe line, or lines, be left and permitted to remain in their present position, and be permitted to be covered by the said concrete pavement, and thereafter the said Portland Gas & Coke Company find it necessary, for the purpose of making repairs, or otherwise, to excavate and uncover said pipe line, that such effort or attempt will be resisted by the State, through the State Highway Commission, on the ground and for the reason that any such excavation or other disturbance of said concrete

pavement will seriously damage, injure and destroy said pavement.

This notice is given and served upon the above mentioned Portland Gas & Coke Company so that said Company may have an opportunity to remove or otherwise care for and protect its pipe line before said pavement is laid, and so that the said Portland Gas & Coke Company shall have notice that any effort or attempt to disturb, remove, cut, or tunnel under said pavement for the purpose of reaching said pipe line will be strenuously resisted.

Dated this 20" Day of November, 1920.

STATE HIGHWAY COMMISSION

Attest:

By S. Benson
Chairman

State Highway Engineer.

R. A. Booth
Commissioner

Secretary to the Highway Commission.

E. E. Kiddle
Commissioner

November 16, 1920

Portland Gas & Coke Co.,
Gasco Bld'g.,
Portland, Oregon.

Gentlemen:

This is to advise you, and you are hereby notified:

That there has been installed, and is now being maintained by the Portland Gas & Coke Company, a pipe line, or lines, over one of the public highways of the State of Oregon, to-wit: the public highway in Clackamas County between the city of Oswego and the Multnomah County Line.

That the said highway is now being permanently improved by Clackamas County and the State Highway Commission under and by virtue of the provisions of Chapter 237 of the Laws of Oregon for 1917, and Chapter 423 of the Laws of Oregon for 1917, and subsequent, kindred and related statutory enactments.

That the type of improvement and construction of said highway consists in regrading said highway and in placing thereon a concrete pavement. The width of said highway and the portions thereof now being improved, will, when completed, be of such extent and character that the pipe line of the said Portland Gas & Coke Company now occupying said highway, will be within the limits and boundaries of the said concrete pavement.

You are further notified and advised that if said pipe line is permitted to remain in its present position on said highway, and is permitted to be covered with the said concrete pavement, and subsequently it becomes necessary for the said Portland Gas & Coke Company to excavate for the purpose of repairing said pipe line, or for other purposes, that such excavation will seriously and permanently disturb and damage the said pavement, and by reason of said facts it is the opinion of the engineers of the Oregon State Highway Commission that said pipe line should be taken up and relocated so that the same will occupy a position on said highway not effected by, or covered by, said concrete pavement.

You are further notified and advised that should the said pipe line, or lines, be left and permitted to remain in their present position, and be permitted to be covered by the said concrete pavement, and thereafter the said Portland Gas & Coke Company find it necessary, for the purpose of making repairs, or otherwise, to excavate and uncover said pipe line, that such effort or attempt will be resisted by the State, through the State Highway Commission, on the ground and for the reason that any such excavation or other disturbance of said concrete

pavement will seriously damage, injure and destroy said pavement.

This notice is given and served upon the above mentioned Portland Gas & Coke Company so that said Company may have an opportunity to remove or otherwise care for and protect its pipe line before said pavement is laid, and so that the said Portland Gas & Coke Company shall have notice that any effort or attempt to disturb, remove, cut, or tunnel under said pavement for the purpose of reaching said pipe line will be strenuously resisted.

Dated this 20 Day of November, 1920.

STATE HIGHWAY COMMISSION

S. Benson

By ______________________

Chairman

R. A. Booth

____

Commissioner

E. E. Kiddle

____

Commissioner

Attest:

____

State Highway Engineer.

____

Secretary to the Highway Commission.

October 29, 1921

Mr. L. A. Liljeqvist,
c/o Cake & Cake,
Attorneys at Law,
Portland, Oregon.

Ore City
Oswego

Dear Sir:

In response to your request relative to pavement laid by the Scandia Shipbuilding Company on the Oswego-Oregon City project, would say that our records indicate that a total of 28,545.9 lineal feet of concrete pavement were laid by this company. Expressed in yardage this amounts to 58,226.4 square yards if you wish to use this figure.

Yours very truly,

Secretary.

RAK:LM

Total on Daily Reports to Sept 23, 1920 – Sta 340+50 to Sta 30+00, Total limits of Job — 58,226.4 sq. yds.

Total on Est to Sept 15, 1921 54,961.0 " "

Bal to be paid 3,265.4 " "

Total Length of paving

340+51
30+00
310+51.0 Stas

Deduct by Equations 946.8
Sucker Crk Bridge 330.3
Tryon Creek 228.0

15+05.1
29,545.9 lin. ft. Net Length

Theoretical sq yds 18 ft wide – Except 1243 ft through Oswego 9 ft wide – equals 57,848.8. This only leaves 377.6 sq yds for Extra width on curves, which does not seem sufficient

Jones

And Assistant Engineer

Herbert Nunn
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

SALEM

October 28, 1921

Memorandum.
Mr. S. H. Probert,
Office Engineer,
Office.

Dear Sir:

Mr. Liljeqvist, address Cake & Cake, Portland, Oregon, as attorney for the Scandia Shipbuilding Company, desires to know the exact number of lineal feet of pavement laid by the Scandia Shipbuilding Company on the Oswego to Oregon City job.

While he mentioned lineal feet I think that he means, perhaps, square yards since he mentioned that the company is defending a suit brought in connection with the use of a concrete mixer.

Mr. Liljeqvist desires this information as early as possible.

Yours very truly,

RAK.

Secretary.

RAK:LM

Please give him both
Sq yds and lin. ft.

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

POST OFFICE BUILDING,
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

September 19, 1921.

PB x9/

20 1921

State Highway Commission,
Salem, Oregon.

Oregon City - Oswego

Gentlemen-

We note from Test Report No. 7783 that a barge load of gravel has been received on Oregon Federal Aid project No. 49 which is too fine to be suitable for use in concrete pavement. We assume that this barge load was rejected as has been the case with previous consignments of a similar kind, although no notation to this effect was made on the report.

Yours very truly,

C H

District Engineer.

NOTED
W. D. CLARKE

F. L. Young
Please [illegible]

This was my test on above barge.
Retained on 3"-0.0! 2½" 12.7! 2" 17.4! 1" 58.1!
3/8" 98.8! 1/4" 100. Barge was used.

F. T. Young
10-3-21.

OREGON STATE HIGHWAY COMMISSION

PR 49

3PA

Oregon City, Oregon.
July, 20, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Clarke.

Dear Sir;

Attached you will find a letter from the Scandia Shipbuilding Co. protesting against the change in plans for shoulder construction on the Oregon City-Mult. Co. Line job.

As you are familiar with the details of this change I think no expla~~i~~nation on my part is necessary.

Yours truly,

Res. Engineer.

NOTED
W. D. CLARKE

JUL 21 1921
STATE HIGHWAY ENGINEER

SCANDIA SHIPBUILDING COMPANY
PAVING AND GENERAL CONTRACTING
MARSHFIELD, OREGON

Oswego, Oregon.
July 19, 1921.

F. T. Young, Resident Engineer Oregon State Highway Commission,
Oregon City, Oregon.

Dear Sir:

directions for additional work

The order for extra work between Stations 304 plus 00 and 340 plus 50 has been received. ~~This~~ The work between these points has been practically completed under the original plans and specifications and it does not seem to us to be fair to change the plans at this late date. We will do this extra work under protest (Notice of such protest being hereby given) but we desire that the following things be clearly understood:

We feel that some sort of adjustment should be made to recompense us for the extra work and expense we are being put to, as we could have handled this work much cheaper and easier had we been notified in time so that it could have been done concurrently with the installation of the shoulders. Also, the lowering of the drainage ditches will be very difficult as it will be through solid rock in places. Further, lowering the ditches will necessitate lowering some gas mains and this will be difficult and expensive.

Another thing: There will be considerable blasting necessary under the new orders, and this blasting being at places very close to the pavement will be dangerous to same; and while we will use every precaution we cannot assume responsibility for any damage to said pavement by reason of said blasting, unless, of course, such damage be caused by our own negligence or failure to use ordinary care in the prosecution of this work.

Yours respectfully,

AES/DD.

SCANDIA SHIPBUILDING COMPANY.
By A E Skogsberg
Manager.

Misunderstanding on contractor's part. Work to be paid for as "Extra Work" where ditching had been completed otherwise ~~on~~ yardage basis - No objection from Contractor and this protest is withdrawn - 8/2/21
A. E. Skogsberg

NOTED
W. D. CLARKE

FORM 3A 5M-5-21

R. A. [illegible]OOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

PP 47

July 14, 1921
File:

RECEIVED
OCT 19 1921
STATE HIGHWAY ENGINEER

Mr. F. T. Young,
Resident Engineer,
Oregon City, Oregon.

Dear Sir:

The enclosed letter from Mr. Stampher and copy of my reply thereto are forwarded for your information.

Please advise as to location and conditions at this place.

Very truly yours,

W D Clarke
Division Engineer.

WDC:ME
Enclosures

Mr. Clarke-
Road here in refered to has been repaired.

F. T. Young
10-18-21.

NOTED
W. D. CLARKE

July 14, 1921
File:

Mr. J. T. Stampher,
Oswego, Oregon.

RECEIVED
OCT 19 1921
STATE HIGHWAY ENGINEER

Dear Sir:

Receipt is acknowledged of your letter of July 9th, regarding certain alleged unsatisfactory conditions at the entrance to your property from the highway between the Multnomah County Line and Oswego.

You do not give any information whatever as to the location of your place or what the nature of the unsatisfactory conditions may be, and, without such information, we cannot undertake to advise as to what action we might take in the matter.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Division Engineer.

WDC:ME
cc-F.T.Young
Oregon City

Oswego, Oregon.
July, 9th, 1921.

Mr. Herbert Nunn, C. E.,
OREGON STATE HIGHWAY ENGINEER,
Salem, Oregon.

ANSWERED
W. D. CLARKE

Dear Sir;-

The writer has been refered to your office by the Clackamas County Commissioners and also the Portland office of the State Highway Commissioners in regard to the following matter;-

At the time of the laying out and improvement of the highway located between the Multnomah County line and the City limits of Oswego certain unavoidable conditions made it necessary to close the roadway connecting said highway with the property of the writer; After waiting a more than reasonable time and only after due appeal to the above commissioners it seems that the delay in placing this location in proper and passable shape contimues, therefore, I am hereby requesting that your office give this matter your immediate attention in as much as the inability to gain ingress or outlet is seriously damaging the writers interests and subjecting contingent inetrests to great inconvenience and distsess.

Trusting that I may have your immediate attention.

Respectfully,-

J. T. Stampher

REFERRED TO Clark BY H. N.

ANSWERED W. D. CLARKE

Oswego, Oregon.

July, 18th, 1921.

Mr. Herbert Nunn, C. E.,
OREGON STATE HIGHWAY ENGINEER,
Salem, Oregon.

Dear Sir;-

Acknowledging receipt of your favor of 14th inst regarding conditions at the entrance of roadway connecting the writers property with the State Highway at Oswego.

In keeping with your suggestion I am enclosing a sketch showing the locations in question which I trust may be found intelligible by your office, You will note the area where marked with red X's shows just wherein the trouble lays and I might mention that in order to make it possible to get in and out, in a temporary manner, I have spent a full day with helper in an endeavor to effect such temporary passage.

For your information would say that in order to explain to your district engineer (Mr Young) the real conditions at issue I visited Oregon City for such purpose but was unfortunate in not being able to meet Mr. Young.

You will understand that the present state of the highway connection is very unsatisfactory and that your early attention is respectfully requested; Should it be of assistance would be pleased to offer any aid in my power and may be found at residence daily after 5:00PM.

Sincerely trusting that the sketch may fully cover your request for locations etc,-

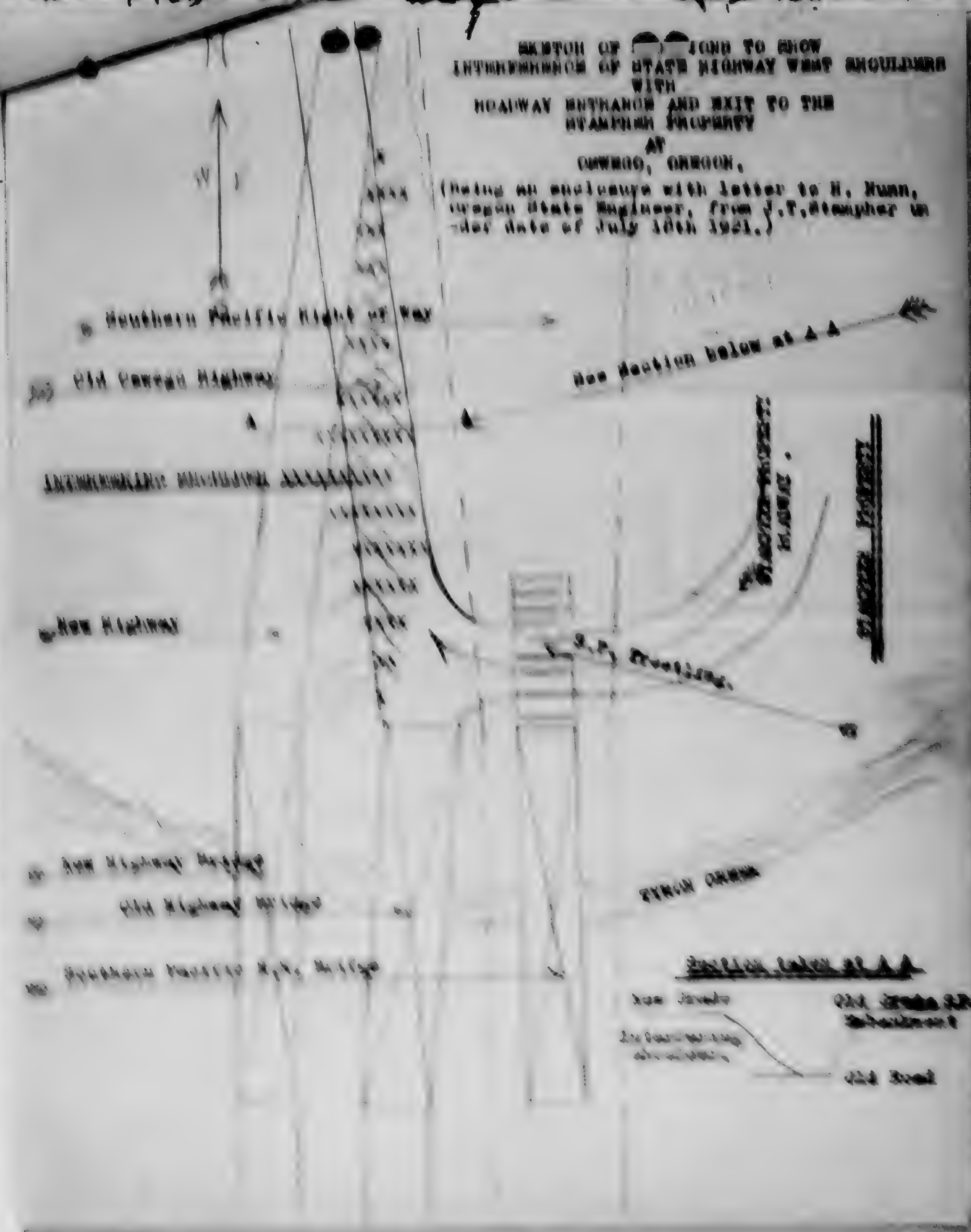
Respectfully,-

J. T. Stamphen
Per S.

spp--

SKETCH OF [illegible]IONS TO SHOW
INTERFERENCE OF STATE HIGHWAY WEST SHOULDERS
WITH
ROADWAY ENTRANCE AND EXIT TO THE
STAMPHER PROPERTY
AT
OSWEGO, OREGON.

(Being an enclosure with letter to H. Nunn, Oregon State Engineer, from J.T.Stampher under date of July 16th 1921.)



PR
x9

July 14, 1921
Files

Mr. J. T. Stumpher,
Oswego, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of July 9th, regarding certain alleged unsatisfactory conditions at the entrance to your property from the highway between the Multnomah County Line and Oswego.

You do not give any information whatever as to the location of your place or what the nature of the unsatisfactory conditions may be, and, without such information, we cannot undertake to advise as to what action we might take in the matter.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Division Engineer.

WDC:ME
cc-F.T.Young
Oregon City

July 14, 1921
Files

Mr. F. T. Young,
Resident Engineer,
Oregon City, Oregon.

Dear Sir:

The enclosed letter from Mr. Stampher and copy of my reply thereto are forwarded for your information.

Please advise as to location and conditions at this place.

Very truly yours,

Division Engineer.

WDC:[illegible]
Enclosures

SCANDIA SHIPBUILDING COMPANY
PAVING AND GENERAL CONTRACTING
MARSHFIELD, OREGON

PR

Oswego, Oregon.
June 25, 1921.

First National Bank of North Bend,
North Bend, Ore.

Gentlemen:

Enclosed find estimate No 10 on job 299 for $38,919.57 and duly assigned to you, with the acceptance of the Highway Commission endorsed on the back of the assignment. Please wire us our expense as soon as we are credited with this amount as we are planning on an early pay day in July and will need this credit to meet it. Expect to see Hollister up here soon and will take up with him the matter of reducing our paper.

DD/

Yours very truly,

Douglas.
Secretary.

OREGON STATE HIGHWAY COMMISSION

PR #4

June 1, 1921
File:

Mr. F. T. Young,
Resident Engineer,
Oregon City, Oregon.

Dear Sir:

In accordance with our conversation recently, regarding rates for labor on force account bills:

I am returning herewith the force account bills recently received, covering work on force account orders Nos. 7 and 8, contract No. 299, for the division in accordance with my circular letter of May 25 on this subject.

Very truly yours,

Division Engineer.

WDC:MB

Enclosures

FORM 4 5M-8-21

[illegible] BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND
W. B. BARRATT, HEPPNER
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

Vou
~~587 - 62.83 Pipe~~
1216 - 8.75 ✓ Drayage
~~779 - 81 Ext~~
1480 - 196.70 ✓ Pipe & Ext
~~259.45~~
Nos. 3 ✓

✓ 1480 - 196.70
587 - 62.83
259.53
✓ 1216 - 8.75

PR 49
3 PA

1140 - 75.60
432.50 #1

Oregon City, Oregon.
May, 18, 1921.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir;

On my summary sheet for January, estimate #4, under material furnished by the State, I showed the following items and amounts-culvert pipe $262.65, hauling pipe $8.75. Bills for these amounts were O K'd. by me and paid by the State.

These bills [illegible] deducted [illegible] est. Paid once [illegible] force acct [illegible] unit price

In February the Scandia Shipbuilding Co. submitted a supplementary contract covering these items. On the summary sheet for estimate #6 I deducted these two amounts and made a note that the cost of the pipe and hauling had now been absorbed by the unite price and was now carried under the head of culvert pipe upon the estimate sheet, and should be credited as such and paid for at the unite price, but as the State had previously paid the bills the Scandia Shipbuilding Co. should be charged for the amount paid out by the State.

The Contractors to date have not been charged with the $271.30, but have been given full credit for the pipe. In other words The State has paid the original bills and also given the Contractor credit on a unite price basis.

Yours truly,

Res. Engineer.

NOTED
W. D. CLARKE

Taken care of 6/10/21
[illegible] deducted [illegible]

OTED
H.N.

49

May 25, 1921
Files

Mr. F. T. Young,
Resident Engineer,
Oregon City, Oregon.

Dear Sir:

I am in receipt of a letter from Mr. McKesson, in which he mentions the matter of compacting subgrade underneath the headers before such headers are placed, and states that the Oregon City-Multnomah County Line Section is one of several places where he has found a tendency to place the forms for pavement before the subgrade is properly brought up to grade and compacted. In closing, he says:

"We know you will agree with us that the subgrade must be firmly compacted at least two feet outside the pavement, and we would urge that you caution your field engineers at once to exercise greatest care to see that the subgrade is always well rolled and solid for at least two feet outside the forms.

There is a tendency on some of the concrete paving jobs to set forms too far in advance. This matter might be definitely regulated to an advantage."

Please give this matter your particular attention as it is certainly an important one with any kind of pavement, and especially so with concrete.

Very truly yours,

Division Engineer.

WDC:ME

49

May 23, 1921
File:

Mr. C. L. McKesson,
Acting District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of yours of the 21st, referring to preparation of subgrade and placing of concrete forms on Federal Aid projects Nos. 49, 51 and 52.

In two of these instances, the matter had already come especially to my attention and instructions had been issued to the Resident Engineers for a change in methods and conditions. It was especially true on the Gaston-Yamhill Section, and I presume you and I must have seen it about the same time, judging from your statements and the picture enclosed.

All of the engineers on similar projects have had the matter particularly called to their attention and have been instructed to watch it carefully.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Division Engineer.

WDC:ME

D STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS,
DISTRICT No. 1.

EASE

ILE No......

POST OFFICE BUILDING,
PORTLAND, OREG.

May 21, 1921.

See Cy Smith [illegible]
Glen to [illegible]
[illegible]

State Highway Department,
Salem, Oregon.

Gentlemen:-

On Oregon Federal Aid projects Nos. 49, 51, and 52 it has been noted that there are many places where the existing grade is too narrow.

In some cases the resident engineers have been setting the forms for the pavement on stakes, or on the edge of newly made and uncompacted fill. This practice will result in loose material under the edge of the pavement. On Oregon Federal Aid project No. 51 several hundred feet of forms were found to have been set on stakes 4 to 8 inches above the sub-grade. The resident engineer was requested to have the ribbons removed and to have the grade brought up and compacted. Photo No. 7489 enclosed herewith shows a place where this condition existed.

We know you will agree with us that the sub-grade must be firmly compacted at least two feet outside the pavement, and we would urge that you caution your field engineers at once to exercise greatest care to see that the sub-grade is always well rolled and solid for at least two feet outside the forms.

There is a tendency on some of the concrete paving jobs to set forms too far in advance. This matter might be definitely regulated to an advantage.

Yours very truly,

RECEIVED
MAY 23 1921
TE HIGHWAY ENGINEER

Acting CJ McKesson
District Engineer.

ANSWERED
W. D. CLARKE

SCANDIA SHIPBUILDING COMPANY.

Oswego, Ore.
May 16, 1921.

Oregon State Highway Commission,
Salem, Ore

Gentlemen:

Enclosed find invoice for cement delivered to us at Oswego for our contract No 299, Oregon City-Multnomah County Line Section of Pacific Highway, as per agreement of Commission to purchase cement for said job.

There is to be a discount of 25¢ per bbl. for cash in 10 days. Of this the Commission gets 20¢ and we get 5¢. We are to get 15¢ per sack for empty sacks. This will be paid direct to us by the Cement Co. You may charge us with the invoice price, $4.10 per bbl. less our share of the discount, 5¢ per bbl. or at the rate of $4.05 per bbl. The net amount you will have to pay the cement Company is $4.05 per bbl less your share of the discount, 20¢ per bbl or $3.85 per bbl.

This invoice--
42½ bbl , charge Scandia Co at $4.05 per or 172.12
pay Cement Co at $3.85 per or 163.62
Net gain to Commission 8.50

Yours truly,

E Douglas
Secy-

Noted
Entered

May 12, 1921

Mr. Fred Hollister,
Attorney for Scandia Shipbuilding Company,
North Bend, Oregon.

Dear Sir:

In reply to your letter of May 10, 1921, would say that as we suggested in our previous letter, if the Scandia Shipbuilding Company intend to assign their estimate to the bank it will be more convenient for us to have them make a blanket assignment so that all the money they had coming would be assigned direct to the bank.

We have no regular form for this except the one which is attached and it is suggested that you draw an assignment for all estimates due, along the same lines. Our regular practice is that having a blanket assignment we also attach the assignment of the individual claim as per the attached form which does not need to be sent to the bank each time but should be signed and witnessed by the contractor.

It is our policy also to request that the blanket assignment be endorsed by the surety company which has furnished the bond on this contract. The assignments on the individual estimates will then not need to be endorsed by the surety company.

Very truly yours,

Secretary.

RAK:LM
Encls.

J.M.WENNSTROM
VICE PRESIDENT & TREASURER

H.N.MORGAN
SECRETARY

Hudson Insurance Company
OF NEW YORK
100 WILLIAM STREET

FRED HOLLISTER
Resident Agent

North Bend, Ore., 5/10/21

Oregon State Highway Commission
Salem Oregon- Attention Mr. Klein-

Dear Sir,-

As attorney for the Scandia Shipbuilding Co, I am writing you in answer to your letter addressed to that firm at Oswego, Oregon, under date the 6th this month-

By assigning their estimates, the assignment facilitates getting cash to handle their obligations without using their credit on a borrowing basis-

The Company would prefer, as you suggest, to make a blanket assignment to the Bank- and then have all ~~assign~~ estimates automatically be sent to the Bank- for credit-

If you have a regular form for suh assignment and will forward to me I will have same executed forthwith-

My reason for making this request- is that I inferred that you might prefer to have assignments of this character~~in~~ uniform- and according to some regular form-

Very truly-

Atty for S S B Co.,

OR
49

May 9th, 1921

Mr. F. T. Young,
Resident Engineer,
Oregon City, Oregon.

Dear Sir:

Referring to the matter of your force account orders Nos. 7 and 8, on the Oregon City-Multnomah County Line Section: I note your estimate for $50.00 to cover 25 cubic yards of wall and 5 cubic yards of rip-rap. I presume this is for labor of placing only, and use of rock already in adjacent fills is contemplated.

In making up extra work orders, estimate costs of the work should be shown on the blue copies only; the white copies going to the contractors should not show that information.

Very truly yours,

Division Engineer.

WDC:ME

PR x9

May 6, 1921

Scandia Shipbuilding Company,
Oswego, Oregon.

Gentlemen:

In response to your letter of May 4, 1921, the following telegram was sent this morning to the First National Bank of North Bend, Oregon:

> "Request Scandia Company we acknowledge assignment to you estimate eight."

I might say further that it is quite probable that the warrant covering this estimate will be drawn on the Secretary of State's office today and mailed out to you. I would suggest that if it is your intention to assign all your estimates to the First National Bank of North Bend, that a blanket assignment be made covering payments due, consent to which should be secured from the surety company furnishing your bond. It should not then be necessary for the bank to have an acknowledgment from this Department each time a voucher is returned.

In handling work of this magnitude, we find it impossible to acknowledge and accept individually, all vouchers which are assigned, and we cannot do it in this instance.

I trust that some such arrangement can be made with your bankers so that this matter may be handled conveniently.

Very truly yours,

Secretary.

RAK:LM

cc. First National Bank, North Bend, Oregon.

SCANDIA SHIPBUILDING COMPANY.

Oswego, Oregon.
May 4, 1921.

Herbert Nunn, State Highway Engineer,
Salem, Ore.

Dear Sir:

On April 25th we received Estimate No 8 on Contract 299, Oregon City Multnomah County Line Section of Pacific Highway amounting to $1664.64. This we assigned to and mailed to the First National Bank of North Bend, at North Bend, Oregon. They advise us today by wire that they mailed same to your office on April 27th. but to date had had no acknowledgement from you. Therefore they have not credited us with ~~thax~~ the amount, and as we need the money at this time, we would ask that if you have received this estimate and voucher and everything is O K you please notify the Bank to that effect at once.

Thanking you in advance we are.

DD./

Very truly yours,

SCANDIA SHIPBUILDING CO.
By D.E. Douglas
Secretary.

Appr. claim
To Sec of State on May 3rd.
[illegible]

PB
X9

April 26, 1921

Oregon Portland Cement Company,
Wilcox Building,
Portland, Oregon.

Gentlemen:

Confirming the Highway Commission's conversation with Mr. Hollister on Saturday, April 23rd, relative to cement for the Scandia Shipbuilding Company's contract between the Multnomah County Line and Oregon City, would say that for the present the Highway Commission will accept invoices from your company direct for cement furnished these contractors, and make payment for the same from the State Highway fund.

Inasmuch as we will deduct from the contractors estimate the cement used at the gross price, it will be agreeable to us to have your company credit direct to the contractors for sacks returned.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

RAK:LH

cc. Scandia Shipbuilding Company, Oswego, Oregon.
cc. Mr. F. T. Young, Resident Engineer, Oregon City, Oregon.

PLEASE NOTE AND RETURN TO SECRETARY FOR FILING.

NOTED
W. D. CLARKE

161

OREGON STATE HIGHWAY COMMISSION

PR
x9

Oregon City, Oregon.
April, 30, 1921.
APR 21 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention W.D.Clarke.

Dear Sir;

Replying to your letter of the 18th.regarding Portland Gas & Coke Company's gas main along the highway between Oswego and the Multnomah County Line.

Last Fall the Gas Company moved approximately 800 feet of their main from with in the road bed to the side ditch. This was done owing to the fact that the location of our grade line compelled either the pipe to be lowered or moved. There is still how ever a great deal of gas pipe that will come under the pavement, and in one instance the valve box will be flush with the top of concrete.

It was my understanding last Fall that nothing more was to be done as long as their pipe did not conflict with the grading.

Yours truly,

Res. Engineer.

On the above statement the situation is in the same status as of Nov 16, 1920 when letter to P G & C Co was written and that notice should be given even yet.
W.D.C.

6/1/21 Pavement already laid over a considerable part of the pipe involved. Will be over all within a week.
W.D.C.

PR 49

April 18, 1921

FR 49

Mr. F. T. Young,
Resident Engineer,
Oregon City, Oregon.

Dear Sir:

Referring to the matter of the Portland Gas and Coke Company's gas main along the highway between Oswego and the Multnomah County Line:

Please advise as to the status of this matter. The letter of notice to the Gas Company, which was prepared by Mr. Devers last fall, has apparently since been sidetracked and has just come to my desk again this date. If the situation is such that this letter should still be filed, I should like to know at once. On the other-hand, if the Gas Company has already moved their main, it will perhaps be unnecessary.

Very truly yours,

Division Engineer.

WDC:LE

April 16, 1921
3 PA

Mr. F. T. Young,
Resident Engineer,
Oregon City, Oregon.

Dear Sir:

Referring further to the matter of providing for traffic and the communication from Mr. Geo. F. Heusner:

I saw Mr. Heusner when in Portland last week and I believe that his traffic can be given reasonable consideration over a detour road something as originally outlined by you and the Scandia Shipbuilding Company; namely, across the property occupied by the ball park at Oswego.

I noticed that preparations are apparently being made to enclose this ball park and, if this is done, our detour road would have to follow along the West side of the ball park fence, practically parallel and adjacent to the highway, rejoining the present road at or close to its junction with the highway.

Mr. Heusner seemed to be afraid that his traffic would not be able to use such a road but I think it could be made satisfactory. If you have not already seen him, I think it will not be necessary; simply arrange a detour which will serve his purpose, namely: transporting 80 to 110 foot piling.

Very truly yours,

HERBERT NUNN
State Highway Engineer

By

Division Engineer

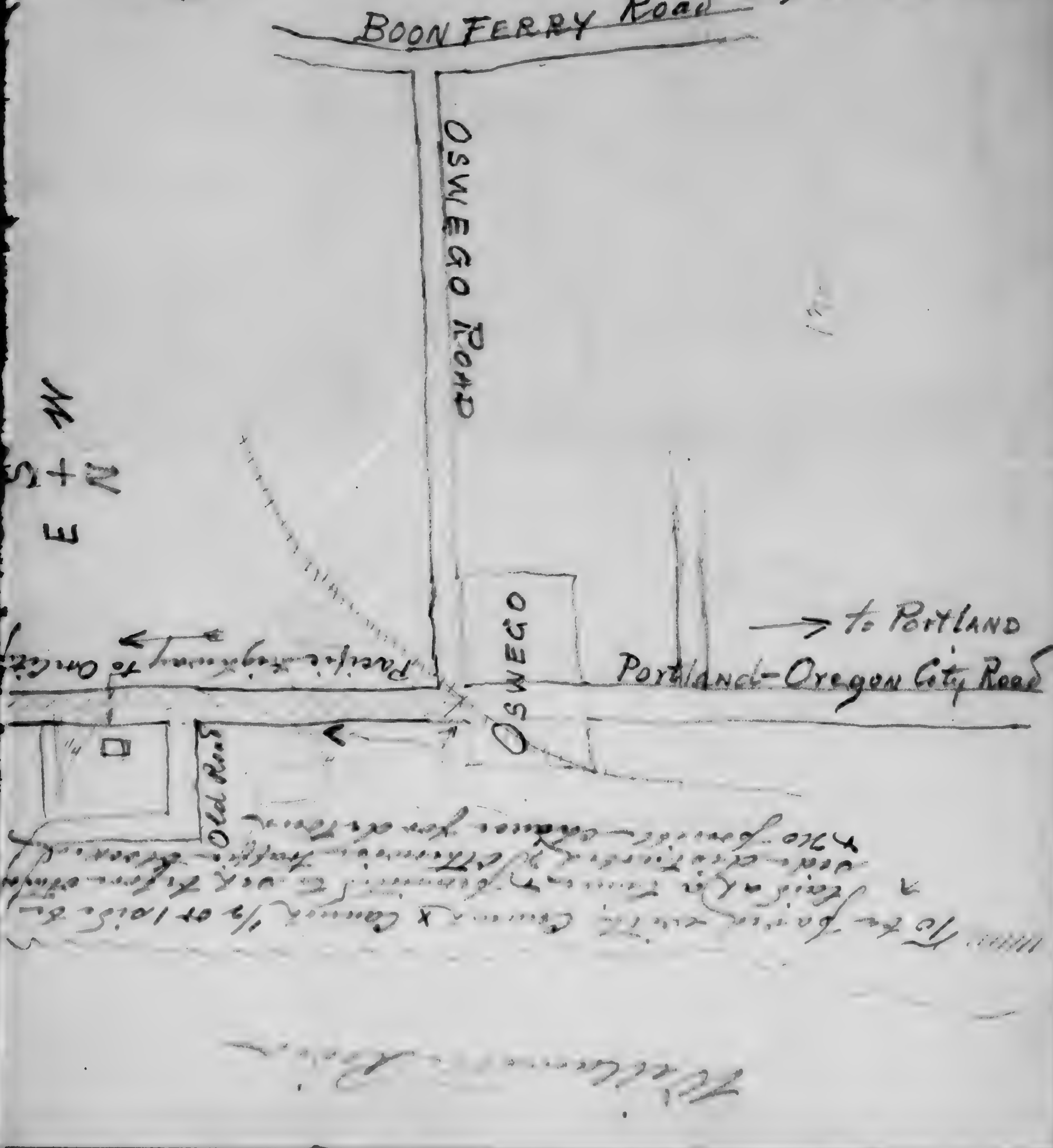
WDC:AE

J. V. BURKE, VICE PRESIDENT R. R. THATCHER, CASHIER

BANK OF KENTON

PORTLAND, OREGON.

3PA



To be paved with Cement x Cement 1/2 or 1 side to be laid at a time & permitted to set before other side disturbed. Otherwise traffic blocked & no possible chance for detour

Copy for [illegible] Highway Department

OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS.
WASHINGTON, D. C.

IN YOUR REPLY PLEASE
REFER TO FILE NO. B-1.

March 19, 1921.

MEMORANDUM FOR THE DISTRICT ENGINEER AT PORTLAND, OREGON.

The project agreement and certificate to cover Oregon project No. 49 has been executed. Enclosed herewith is an original copy each of the agreement and certificate for transmittal to the State Highway Department, and also one copy each for your files.

Thos. H. MacDonald,
Chief of Bureau.

By

Assistant in Road Management.

Enclosures.

LHB:FM

Form P. R. I. 2
State Oregon
Project No. 40

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

WASHINGTON
GOVERNMENT PRINTING OFFICE
1920

Form F. R. I. 2

PROJECT AGREEMENT

Memorandum of agreement made this 10th day of March, 1921, by and between the State Highway Commission of Oregon, ~~constituting for the purpose hereof, the Highway Department of the State of~~ hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act To provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes":

Whereas the said State has assented to the provisions of said act, and by the Highway Department submitted on the 17th day of September, 1920, a project statement, which was approved by the Secretary on the 27th day of October, 1920, for the proposed construction of a project consisting of the rural post road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates approved by the Secretary on the 19th day of Feb, 1921; and

Whereas the Secretary on the date last above named certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of One hundred and fourteen thousand one hundred and 00/100 dollars ($114,100.00) as the share of the United States payable under said act on account of said project, which does not exceed 50 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT.

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been or will be made available in the following manner, to wit:

*(*a*) By the State .... Sale of Bonds authorized by Legislature under Chapter
By act of the Legislature of (date
175, Laws of 1917, to meet Federal aid offered.
and citation), appropriating dollars.

....

*(*b*) By the Count........... of ....
By tax levy or bond issue authorized by act of .... (date and citation).

....

*(*c*) ....

ROAD EMBRACED IN PROJECT.

ARTICLE II. The project covered by this agreement includes the following road as described in detail in said surveys, plans, and specifications:

Between a point 2000 ft. west of the west end of Oregon City bridge and a point on Multnomah-Clackamas County line

....

terminal points, a distance of .... 5.705 .... miles, known locally as the Pacific Highway (Oregon City - Oswego Section) Clackamas County

CHARACTER AND METHOD OF CONSTRUCTION.

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are hereunto annexed and made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorised agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorised agents require repairs or reconstruction, will be repaired or reconstructed, and new structures deemed necessary by the Secretary or said agents but not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents, and without federal aid.

UNITED STATES PRORATA SHARE OF THE COST OF SAID PROJECT.

ARTICLE IV. The United States pro rata share of the cost of said project shall not in any event exceed (*a*) the said sum of One hundred and fourteen thousand one hundred and 00/100

dollars, certified to the Secretary of the Treasury as above mentioned, being less than fifty per cent of Two hundred and forty-five thousand, three hundred and ten and 72/100

dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of said project in conformity to said plans and specifications.

PAYMENTS.

~~ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to ....~~

~~...~~
~~(Official or depository)~~

~~hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... of ....~~
~~(State or county.) (Name.)~~

STRICKEN OUT

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ....

.... the State Treasurer, Salem, Oregon ....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the .... State .... of
(State or county.)

.... Oregon .... of such sums as shall not together with previous payments
(Name.)

exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $20,000 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT.

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ....

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2. to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

ARTICLE VI. The said project will be maintained in compliance with said act of July 11, 1916, by the ...., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: ....
(Include reference to statute making ....
appropriation and probable amount annually available.) ....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....

STRICKEN OUT

(Strike out if not appropriate.)

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 19th day of February, 1921

State Highway Commission of Oregon
(Official title of Highway Department.)

By R. A. Booth
Chairman, State Highway Commission.
(Title of officer.)

By ....
Member, State Highway Commission.
(Title of officer.)

[SEAL.]

By W B Barratt
Member, State Highway Commission.
(Title of officer.)

By ....
....
(Title of officer.)

By ....
....
(Title of officer.)

By ....
....
(Title of officer.)

[SEAL.]

E D Ball
Acting Secretary of Agriculture.

UK

Form No. PR. 1. 3.

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, as amended by "An Act making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," approved February 28, 1919.)

To—

The Secretary of the Treasury, and
The State Highway Department of the State of Oregon

Pursuant to the Act approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," I hereby certify—

First. That in accordance with section 6 of said Act, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between a point 3000 ft. west of the west end of Oregon City bridge and a point on Multnomah-Clackamas County line locally known as the Pacific Highway (Oregon City - Oswego Section) Clackamas County and designated in the records of this Department as Project No. 49, State of Oregon

Second. That in accordance with said section 6 I have approved the sum of $245,310.72 as the total estimated cost of said project, and the sum of $114,100.00 as the share of the United States, payable under said Act on account of such project, which does not exceed 50 per cent of said total estimated cost.

Done in the District of Columbia, this 19th day of February one thousand nine hundred and Twenty-one, as witness my hand and the seal of the Department of Agriculture.

E. D. Ball
Acting *Secretary of Agriculture.*

WB

BR x9

OREGON STATE HIGHWAY COMMISSION

3PA

Oregon City,Oregon.
March 15,1921.

Mr.Herbert Nunn.
State Highway Engineer.
Salem,Oregon.

Attention Mr.Clarke.

Dear Sir;

Replying to your letter of the 14th.inst.regarding Scandia Shipbuilding Co's bill for work at Tryon creek.

The matter of rates for labor on this entire work has been a source of discussion at various times between the contractor and myself.While the rates paid were high I was convinced that they were charging the same on force work as they were paying on the unite price items.This,however,was one of the reasons for a change in management of the Scandia Shipbuilding Co.which took place the later part of Jan.The 1st.of Feb.the rates of all labor connected with this work were revised,hence the difference between the Jan.and Feb.pay rolls for the same men.

Trusting that this will clarify the matter,
I am,

Sincerely,

Res.Engineer.

NOTED
W. D. CLARKE

MAR 15 1921

March 14, 1921

3 PA

Mr. Edward M. Cousin, Sec'y.,
Oswego Good Roads Club,
427 Railway Exchange Building,
Portland, Oregon.

Dear Sir:

Referring to your letter of March 4th and our subsequent conversation in Portland regarding the matter of the improvement of the highway between the Multnomah County Line and Oswego, I have to advise that since talking with you an investigation has been made of the condition of this section and it was not found to be suitable for commencing paving operations.

It is very sincerely regretted that you and others should be in any degree inconvenienced but you will appreciate that weather conditions to which are due such delays and inconvenience, are not within our control.

This Department is as anxious as anyone to have this section of the highway improved and I can reiterate the assurance that you state was given you by Mr. Nunn, that paving would be started at the earliest practicable date.

Yours truly,

Division Engineer.

WDC:LM

427 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

OSWEGO MANUFACTURING COMPANY
LOCO LAWN SPRINKLERS

427 Railway Exchange Building
Portland, Oregon, March 4, 1921

ANSWERED
W D CLA

RECEIVED
MAR 5 1921
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem, Oregon.

Gentlemen:-

As secretary of the Oswego Good Roads Club, I must again appeal to you to show some activity on the highway between the Multnomah County line and Oswego. This piece of road was left in deplorable condition all winter, with no effort whatever to make it at least passable. Several weeks ago I appeared at a regular meeting of the Commission at the Court House in Portland prepared to inform the Commission of the conditions existing there, the number of people affected and their financial loss, and Mr. Nunn, Chief Engineer assured me that the paving would be started at the earliest possible date.

I walked over this road this morning and there is no reason at all why work should not be going on now. There are two soft spots, not over 25 or 30 ft. each which might require further drying out but the balance of the grade is in as good shape now as it ever will be. Ifyou expect to hold up this work until all possibility of rain is passed, you might need to wait until July. Something ought to be done at once about this road.

Yours truly,

Edward Cousin

Edward N. Cousin

Secy. Oswego. Good Roads Club

OSWEGO MANUFACTURING CO.
LOCO LAWN SPRINKLERS

427 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

OSWEGO MANUFACTURING COMPANY
LOCO LAWN SPRINKLERS

REFERRED TO
W. D. Clark
BY H. N.

427 Railway Exchange Building
Portland, Oregon, March 12, 1921

State Highway Commission,
Salem, Oregon.

ANSWERED
W. D. CLARKE

Gentlemen:-

I have not received any reply to my letter of March 4 in regard to the condition of the highway work between the Multnomah County line and Oswego. I have been over this piece of road daily for the last ten days looking for signs of activity but nothing whatever has been done, although the working conditions will never be better than they are now. There appears to be considerable preliminary work to be done which should have been attended weeks ago so that the paving could proceed rapidly when started. This situation has been serious all winter but now it is unbearable and some investigation should certainly be instituted to determine the responsibility for such conditions.

I [illegible] Engineer Clarke about this matter last week at the meeting in Portland but got no satisfaction from him, neither can any information be procured from the contractors. If this good weather is let go by without advantage being taken of it on this short piece of work which could easily have been completed by this time somebody is bound to occupy a discreditable position.

Very respectfully,
Edward M Cousin

49

March 16, 1921

3 PM

Mr. Edward M. Cousin, Sec'y.,
Oswego Good Roads Club,
427 Railway Exchange Building,
Portland, Oregon.

Dear Sir:

Acknowledging receipt of your letter of March 12th which has been received since dictating my letter this morning, I have only to say that delay in acknowledging your previous letter was because of absence from the office the whole of last week at the meeting of the Commission and later to look over the situation after talking with you.

Work will be begun on this section at the earliest time when conditions appear, in the judgment of those in charge of the work, to be suitable.

Yours truly,

Division Engineer.

WDC:LM

February 22, 1921

Oregon Portland Cement Company,
1104 Wilcox Building,
Portland, Oregon.

Attention Mr. L. C. Newlands.

Gentlemen:

Acknowledging receipt of yours of February 19th I have to advise you that I have received this morning the acknowledgment from County Judge Cross of Clackamas County of my letter to him regarding the condition of the detour road between Oswego and the Multnomah County Line.

He assures me of his willingness to cooperate in seeing that this road is put in better condition and states that he expects to be able to take the matter up early this week. I shall keep the matter agitated until some improvement is made, if possible.

With regard to the beginning of work on the Scandia Shipbuilding Company's contract, you are quite correct that it is only a matter of weather conditions. We are quite as anxious as anyone else can be that this work shall be completed at the earliest possible date and you may be assured that we shall make every effort to get actual paving under way at the earliest possible practicable moment.

I appreciate the friendly spirit in which you accept our decision regarding the opening of the Pacific Highway and thank you for your interest in the matter.

Yours very truly,

W. D. CLARKE,

Division Engineer.

WDC:LM

3PA

CLACKAMAS COUNTY
DEPARTMENT OF HIGHWAYS AND BRIDGES
OREGON CITY, OREGON

Feb. 19, 1921

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Attention Mr. W.D.Clarke

NOTED
W. D. CLA

Dear Sir:

I have your letter in regard to the condition of the detour road between Oswego and the Multnomah Line.

I think we can take this up early next week. The County Court meets next Monday. The work ought to be done and I will gladly co-operate with you to see that the road is put in better condition.

Very truly yours.

H. E. Cross

1921

3 PA

OREGON PORTLAND CEMENT CO.

1104 WILCOX BUILDING

PORTLAND, OREGON

February 19th 1921.

Mr. W. D. Clarke,
Division Engineer,
Oregon State Highway Commission,
Salem, Oregon.

ANSWERED
W. D. CLARKE

RECEIVED
1921
ENGINEER

Dear Sir:

I have to thank you for your letter of the 16th in reference to the road between the Multnomah County line and Oregon City.

Your explanation regarding this road to our Mr. Macdonald was given at about the same time as I wrote you previously. I rather think that the discrepency in the amount we estimated for putting this road in shape for traffic, is due to our different ideas as to what would consitute a passable road. After driving for some months over the Boone's Ferry Detour to Portland, which in Clackamas County is all bad, I felt that $100.00 spent on the Pacific Highway would make it at least passable at slow speed and the distance to the pavement is so short that a Driver would rather put up with a extremly bad stretch, for only a quarter of a mile.

However, the main thing is to get the paving done on this road and I am quite willing to abide by your decision and at the same time wish to thank you for calling the attention of the Clackmas County Court to the condition of the Boone's Ferry Road.

It is I understand entirely dependent upon the weather condition, as to when the Scandia Company will start to do the paving on their contract, and I trust that should the weather becomes at all favorable, you will urge them to make a very early start.

Yours very truly,

OREGON PORTLAND CEMENT COMPANY

L. C. Newlands
Vice-President.

LCN:FG

P5 49

February 16, 1921

Oregon Portland Cement Company,
Oswego, Oregon.

Attention Mr. L. C. Newlands.

Gentlemen:

Your letter of February 9th addressed to Mr. R. A. Booth, Chairman of the State Highway Commission, regarding road conditions between the Multnomah County Line and Oswego, has been handed to me for acknowledgment.

I feel quite sure that this letter was written previous to the conversation I had with two representatives of your company upon this same matter last week although I do not recall certainly what day that was. At any event you are doubtless advised of my statement regarding it at that time, which in brief, is simply that for the short time still remaining before construction work would again close the road to traffic and considering the amount of such traffic which is compelled to use the road, it has not seemed to this Department that the expense involved in making the road passable for traffic, would be justified.

Your estimate of $100.00 as the amount of such expense, is in my judgment only a small part of what it would cost.

I believe I stated the other day not less than $1000 and I find since, that our Resident Engineer at Oregon City had given the Clackamas County Court $2500 as the figure for putting it in suitable shape for through traffic.

In line with my further statement that it seemed to me maintenance repairs on the detour road, to put it in reasonably satisfactory condition were up to the Clackamas County Court, I have today written them calling their attention to the conditions and requesting that such repairs be made.

Respectfully yours,

W. D. CLARKE,

Division Engineer.

WDC:LM

OREGON PORTLAND CEMENT CO. PORTLAND

OREGON PORTLAND CEMENT CO.

OSWEGO, OREGON

February, 9,1921.

Mr. R.A.Booth, Chairman,
State Highway Commission.
Salem, Ore.

ANSWERED
W. D. CLARK

Dear Sir:

Preparatory to paving, some work was done on the Pacific Highway between the Multnomah County Line and Oswego during the late months of last year. This work has had the effect of closing this road to all traffic which now detours to Portland via the Boone's Ferry Road. The result of this heavy traffic has been that the Boone's Ferry Road is rapidly approaching impassibility and is now so rough that driving over it is not only unpleasant but dangerous.

The writer has lately examined the Pacific Highway above mentioned , and believes that $100.00 spent on it at this time would make it serviceable for the next two or three months, or until such time as it can be paved. At one point a few loose boulders should be removed from the road, and at another for about one hundred feet, Loose rock which has been taken out of the road bed should be replaced. This loose rock is lying alongside.

The amount of work required to make this road passable is so small, and the convenience to residents of this section would be so great, that we believe the matter need but be brought to the attention of your Commission, to have it attended to.

May we not ask your co-operation in this, and quickly?

Yours very truly,

OREGON PORTLAND CEMENT CO.

By L. C. Newlands.

Vice. Pres. & Gen. Manager.

OREGON STATE HIGHWAY COMMISSION

Oregon City, Oregon.
Feb. 17, 1921.

NOTED
W. D. CLARKE

Mr. Herbert Nunn.
State Highway Engineer.
Salem, Oregon.

Attention Mr. Clarke.

Dear Sir;

Your letter of the 15th. inst. regarding detour from Oswego to Portland noted. I had this matter up with Judge Cross a month ago, or about the time the road began to go to pieces, but was unable to get a definate promise from him to see that conditions were improved. After receipt of your letter I again took it up with him but the best that he would promise was that he would take it up with the County Commissioners. I will however keep the matter fresh in his mind and advise you regarding developments.

The rock point at the junction of the county road up the south bank of Sucker creek, and the Pacific Highway at the south end of the Sucker creek bridge, is another matter that I have been trying to get the County Court to take action upon, as it is quite imperative that this grading is done before pavement is laid. To date they have done nothing, but am in hopes to get this under way in the near future.

Very truly yours,

Resident Engineer.

FEB 19 1921

February 15, 1921

Oswego

The Oregon Iron and Steel Co.,
800 Concord Building,
Portland, Oregon.

Attention Mr. A. S. Pattullo, Sec'y.

Gentlemen:

Receipt is acknowledged of your letter of February 12th referring to the condition of the highway between the Multnomah County Line and Oswego.

This matter has been given the very careful consideration of this department on several occasions in the recent past, both with reference to through traffic from Portland to Oswego and local traffic to and from Rock Spur and vicinity. It is sincerely regretted that the very unusual and unexpected weather conditions of the early fall made impossible the carrying out of the original plans for the improvement of this section.

It was hoped that pavement could be completed from the Multnomah County Line as far as Oswego, during the fall, and this could have been accomplished had weather been something like normal. It does not seem to us, however, that the conditions warrant the expenditure of the considerable sum necessary to make this section passable for the amount of traffic and the length of time yet which still remains before construction work would again close the road to traffic. The maintenance of the detour road is properly one for Clackamas County and the matter has been taken up with the County Court several times and will be brought to their attention again in the effort to have this road kept in better condition, so that the detour may be made with as little inconvenience as possible.

Respectfully yours,

HERBERT NUNN,
State Highway Engineer.

By

Division Engineer.

WDC:LM

A. S. PATTULLO, SEC'Y AND GENERAL SUPT.

OREGON IRON AND STEEL CO.

MANUFACTURERS OF

CAST IRON WATER AND GAS PIPE

SPECIAL CASTINGS

FOLLOWING
RACTS FOR SALE
EAR PORTLAND
DUNTHORPE
LAKE VIEW VILLAS
BRYANT ACRES
BONITA MEADOWS
ROSEWOOD

WORKS AT OSWEGO, OREGON
PHONE MAIN 85

500 CONCORD BUILDING
PORTLAND, OREGON

ANSWERED
W. D. CLARKE

Feb., 12, 1921.

RECEIVED
FEB 14 1921
STATE HIGHWAY ENGINEER

Mr. H. Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We wish to ask you whether there is not some chance of our being able soon to use the Pacific Highway from the Multnomah County line to Oswego. It would seem that the expenditure of a very small amount of money (a couple of hundred dollars) would make this passable for the winter and avoid the long hilly detour which we have had to endure several months. It does not seem that the contractors are doing anything at all on the road and we wish something could be done to open it up until they are ready to work on it.

Thanking you, we are

Yours very truly,

THE OREGON IRON & STEEL CO.,

A S Pattullo
Sec'y.

ASP/OW

PR
49

February 10, 1921

Mr. F. T. Young,
Resident Engineer,
Oregon City, Oregon.

Dear Sir:

It is desired that cost records be kept on the Oregon City-Multnomah County line pavement job. For this purpose you are authorized to employ a timekeeper at such time as work is actively begun. Meantime please arrange to obtain as accurate a record of work heretofore done and now under way, as practicable.

This cost record should show as nearly as possible the complete actual cost to the contractor. It should involve a detailed record of labor taken twice a day with distribution to various features of the work. This latter should be such as to make the final record of the most service as a guide in estimating similar work which is the principal object of the cost record.

Data as to quantity and cost of materials and overhead items, including also camp operation, should be obtained as accurately as practicable. This will have to be arranged with the contractor as much of this can be only obtained with his cooperation.

Yours truly,

W. D. CLARKE,

Division Engineer.

WDC:LM

PR x 9

File 3PA

OREGON STATE HIGHWAY COMMISSION

Oregon City, Oregon.
Feb.7,1921.

RECEIVED
FEB 8 1921
STATE HIGHWAY ENGINEER

Mr.Herbert Nunn.
State Highway Engineer.
Salem, Oregon.

Attention Mr.Clarke.

Dear Sir;

Attached find communication from the Scandia Ship-building Company where in they state their offer to do various kinds of work, in connection with their present contract, on a unit basis, and on which they had no bid in their original proposal.

Acceptance recommended 2/8/21 WDC.

ANSWERED
W. D. CLARKE

For your comparison, the cost of labor and material for the complete job at Bolton will total approximately $1550.00 and my estimate of the various items involved is as follows.

56' 30" Concrete pipe.	6.50	364.00
700 lin.ft. 8" tile.	.35	245.00
19.5 c.y. class "A" concrete.	35.00	682.50
23 c.y. rock and gravel drains.	4.56	104.88
57 c.y. Com. Excav.	1.08	61.56
57 c.y. Solid Rock Excav.	1.65	94.05
		1551.99

In connection with this I am holding up the Oregon City Sand & Gravel Company's bill, so will be glad if you will advise me of your decision regarding the exceptance of the Scandia Company's bid as soon as possible, in order that I may know what desposition to make of this bill.

Yours truly,

Resident Engineer.

PR #9

Oswego-Ore city

January 29, 1921

Mr. R. A. Booth, Chairman,
State Highway Commission,
c/o Imperial Hotel,
Portland, Oregon.

Dear Sir:

Referring to the letter from Dr. Fenton, dated January 3, 1921, with regard to the conditions of the Pacific Highway between the Multnomah County Line and Oswego, I have gone quite thoroughly over this situation and to summarise, and, answer his most important request or suggestion, I do not think conditions warrant the expenditure necessary to plank the section of road between his place and the county line, notwithstanding that it is only 400 or 500 feet.

His statement that all traffic between Portland and Rockspur is required to detour for one and one-quarter miles through the Dunthorpe tract is correct. These roads, however, are, as stated in my former report, practically all in excellent condition and are dedicated public roads open to all public traffic, not private roads as he intimates.

His complaint regarding "official" signs is probably well taken, and I have made arrangements to have such signs installed at once with unusual care and frequency so that there will be no excuse for any one becoming lost or misdirected. Signs indicating that this road is closed to through traffic and directing such traffic for Oswego and points south, by way of the Taylors Ferry and Boones Ferry roads, have been in place at the point of diversion of such detour, for several months and are still in place and in good condition, so that there is no reasonable excuse for traffic bound to Oswego, getting into the Dunthorpe tract or onto the impassable sections of the Highway.

Arrangements have been made for placing additional signs for the direction of such through traffic and for the erection of barricades at the beginning of the impassable section. It is believed that these additional precautions should prevent practically all complaint upon the score of signs and directions, although we find that almost invariably a few persons will deliberately disregard signs and then complain at the resulting inconvenience.

Very respectfully,

Division Engineer.

WDC:LM
1 Encl.

CLACKAMAS COUNTY
DEPARTMENT OF HIGHWAYS AND BRIDGES
OREGON CITY, OREGON

3 PA

January 28,1921

PR
4a
7

Mr. J. M. Devert:
Assistant Attorney General,
Salem, Oregon.

Dear Sir:

I acknowledge your letter of January 24th in regard to a certain right-of-way between Oregon City and Oswego not yet purchased by the County:

I wish I might be advised as to the description of this right-of-way as I have no personal knowedge of the matter whatever. May I have this information by next Wednesday, Feb.2d, so I can lay the matter before our County Court, when it will be taken up and considered and, I trust, satisfactory to you.

Yours truly,

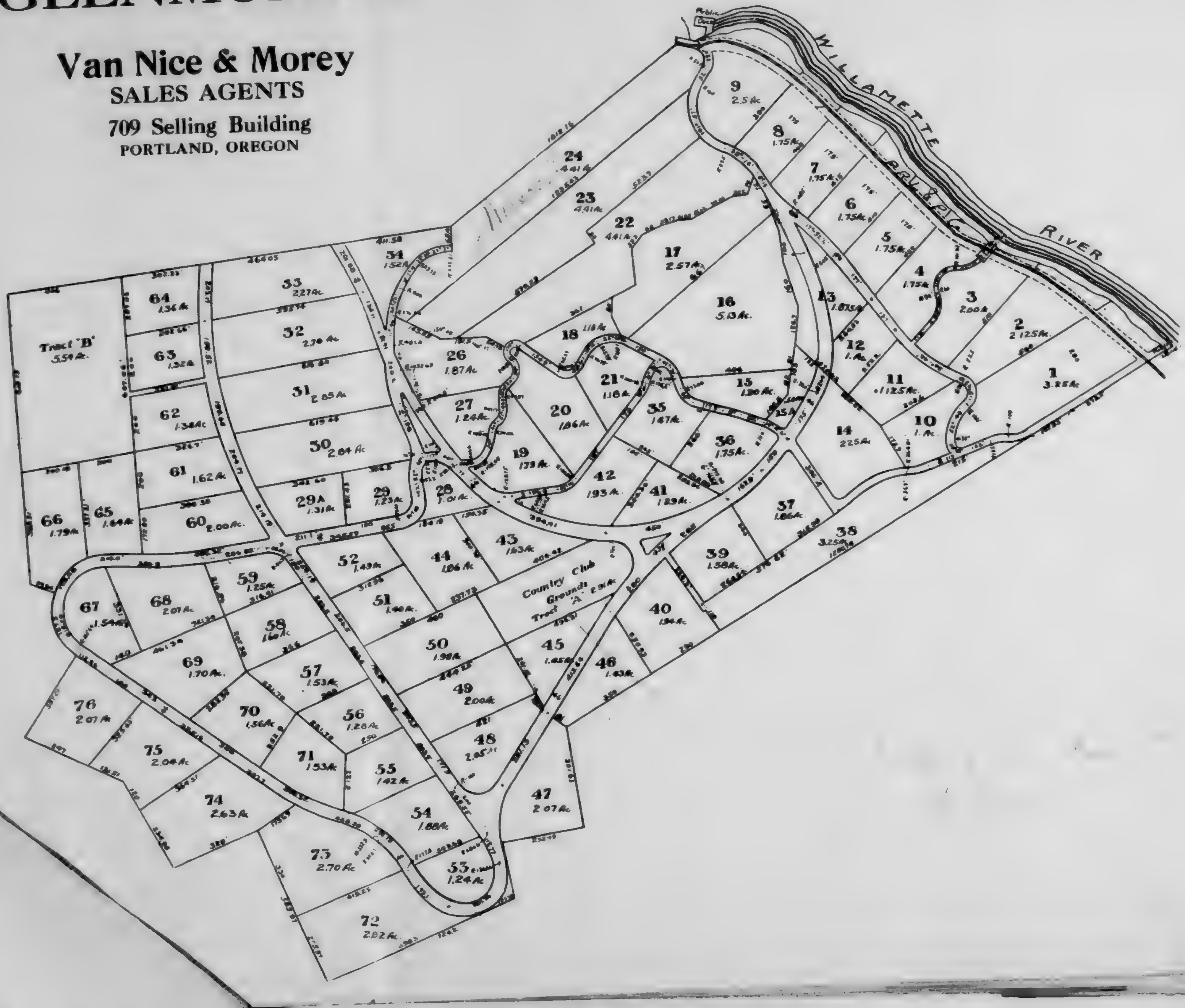
H. E. Cross
County Judge.

HEC:C

Description copies attached furnished by Res. Engr. Young

GLENMORRIE

Van Nice & Morey
SALES AGENTS
709 Selling Building
PORTLAND, OREGON



COPY

Description of Property required for Road purposes across the property of - - - - - - - - - - J. H. POMEROY On Pacific Highway between Oregon City and Oswego.

All that part of the property of J. H. Pomeroy in the S. W. ¼ of Section 24, T. 2 S. - R. 1 E. W. M. included within a strip of land sixty feet wide, being thirty feet on each side of the Center Line of the Pacific Highway, by 773.4 feet long, as surveyed over and across said property, and as more particularly described as follows:
Beginning at a point in the North Line of the S. W. ¼ of Sec. 24, T. 2 S. R. 1 E., 782.0 feet East of the Quarter Corner common to Sections 23 and 24, which point being Station 115+00 on center line of the Pacific Highway between Oregon City and Multnomah County Line; Running thence S. 30° - 59' E. a distance of 80.0'; thence on a 955.0 feet radius curve to the right, 313.3 feet; thence S. 12° - 11' E. 248.1 feet; thence on a 716.2 feet radius curve to the left, 132.0 feet to intersection of existing County Road, said parcel of land containing 1.07 acres, more or less.

COPY

Description of Property required for Road Purposes
across the property of J. H. POMEROY,
on Pacific Highway between Oregon City and Oswego.

All that part of the property of J. H. Pomeroy in the N. W. ¼ of Section 24, T. 2 S. - R. 1 E. W. M., included within a strip of land sixty feet wide, being thirty feet on each side of the center line of the Pacific Highway, by 544.4 feet long, as surveyed over and across said property and as more particularly described as follows:

Beginning at a point in the South line of N. W. ¼ of Sec. 24, T. 2 S. - R. 1 E., 762.0 feet East of the Quarter corner common to sections 23 and 24, which point being Station 115/00 on center line of Pacific Highway between Oregon City and Multnomah County Line; Running thence N. 30° - 59' W. a distance of 426.4 feet; thence on a 716.2 feet radius curve to the right, 118 feet to intersection of existing County road, said parcel of land containing 0.75 acres, more or less.

COPY

Descript of Property required for Road purposes across the property of - - - - - - - - - - CLARA E. MOREY on Pacific Highway between Oregon City and Oswego.

All that part of the property of Clara E. Morey in the S. E. ¼ of Section 14, T. 2 S. - R. 1 E. W. M. included within a strip of land sixty (60) feet wide, being thirty (30) feet on each side of the center line of the Pacific Highway, by 2411 feet long, as surveyed over and across said property, and as more particularly described as follows:
Beginning at a point, which point is Station 159+59.1, on the center line of the Pacific Highway between Oregon City and Multnomah County Line, which point is approximately 1122 feet West and 438 feet North from the section corner common to sections 13-14-23 and 24, T. 2 S. - R. 1 E. W. M., - Running thence N. 37° 48' W. a distance of 2411.0 feet to a point intersecting the property line of the Society of Sisters of Holy Name, which point being Station 183+70 on the center line of the Pacific Highway between Oregon City and Multnomah County Line, said parcel of land containing 3.32 acres, more or less.

June 28, 1921.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

File FA-49

Dear Sir:

We send you herewith copies of the estimate which we desire to have used as basis for the project agreement for Federal Aid Project No. 49, also cost analysis for the item Concrete Pavement in connection with this same project.

Under separate cover we are sending you blue prints of the detailed plans and copies of the special provisions applying to this work.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:ET
Enc.

OREGON STATE HIGHWAY DEPARTMENT FEDERAL AID PROJECT NO. 49.

OREGON CITY - MULTNOMAH COUNTY LINE SECTION OF THE PACIFIC HIGHWAY IN CLACKAMAS COUNTY.

(Estimate as basis for Project Agreement. Based on Contract Prices.)

5.705 miles of Paving. Salem, Oregon, January 19, 1921.

6,000	cu yds	Common Excavation @	1.08	$ 6,480.00
2,500	"	Solid Rock "	1.65	4,125.00
2,700	sta yds	Overhaul	.06	162.00
75	lin ft	12" Concrete Pipe (Force Account)	2.25	168.75
54	" "	30" " " (" ")	5.00	270.00
9	cu yds	Class "C" Concrete(" ")	30.00	270.00
173	" "	Retaining Walls (" ")	5.00	865.00
250	" "	Shoulder Drains	4.56	1,140.00
60,500	sq yds	Concrete Pavement	3.03	183,315.00
18,100	lin ft	Expansion Joints	.17	3,077.00
157,000	lbs	Bar Reinforcement	.06	9,420.00
8,000	sq yds	Placing Pavement in two strips	.30	2,400.00
1,500	cu yds	Broken Stone for Shoulders	3.95	5,925.00
300	" "	Reclaimed Rock & Gravel	1.20	360.00
59,200	lin ft	Shoulder Construction	.085	5,032.00
		Sub-Total		$ 223,009.75
		10% Engineering & Cont.		22,300.97
		TOTAL		$ 245,310.72

Length of Project 5.705 miles
Cost per mile $ 42,999.24

State Funds Available	$ 131,210.72
Federal Aid Requested	114,100.00
TOTAL	$ 245,310.72

Federal Aid Recommended - - - - - - - - - - - - -

STATE HIGHWAY ENGINEER'S ESTIMATE
FOR COMPARISON OF BIDS

* * * * * * * * * *

OREGON CITY - MULTNOMAH COUNTY LINE SECTION OF THE PACIFIC HIGHWAY IN CLACKAMAS COUNTY

7" Gravel Concrete Pavement. Bids received September 28, 1920.

	Cement Sack	Sand Cu Yd	Gravel Cu Yd	Pavement Sq Yd
Point of Origin	Oswego	F.O.B. Barge	F.O.B. Barge	
Cost at Origin	1.00	1.50	1.25	
Crush Screen, etc.	-	-	-	
Haul, Handling, etc.	.05	1.00	1.00	
Total	1.05	2.50	2.25	
10% Loss in Handling	.10	.25	.22	
Total	1.15	2.75	2.47	
Quan. per Cu Yd Conc.	6.72	.50	.74	
Cost " " " "	7.73	1.38	1.83	10.94
Cost Mtls. per Sq Yd Pav.				2.13
Mixing				.20
Placing, Forms, etc.				.40
Finishing, curing,				.15
Prep. of Sub-grade				.10
Equipment, Supt., Overhead, etc.				.15
Total net cost to Contractor				3.13
15% Profit				.47
	Total			3.60

PR
x9

OREGON STATE HIGHWAY COMMISSION

Oregon City, Oregon.
Jan.20,1920.

RECEIVED
JAN 21 1921

NOTED
W. D. CLARKE

Mr.Herbert Nunn.
State Highway Engineer.
Salem,Oregon.

Attention Mr.Clarke.

Dear Sir;

There seems to have been a shake up among the members of the Scandia Shipbuilding Company. The foreman in charge of the Oregon City work left here several days ago leaving no one in charge of the operations. There are now four men on the job and they can give me no information as to how the work is to be carried on in the future.

I have been putting forth every effort to get the Bolton work under way but very little has been accomplished outside of installing the head-walls and culvert.

While the weather has been to wetfor team work I think that in order to get the fill in place this winter cars and track should be resorted to and if necessary a roller used to compact the embankment.

Do you not believe it would be a good idea if you would get in touch with their Marshfield office and determine their policy towards pushing this work to a rapid completion.

Yours truly,

Resident Engineer.

[illegible]

December 21, 1920

[illegible]

Oswego Job

Wm. I. Harrison,
Wilcox Bld'g.,
Portland, Ore.

Dear Sir:

Your letter of the 10th., addressed to Mr. Herbert Nunn with relation to the controversy over a spring on the premises of Mrs. H. V. Johnson has been handed to me for further reply.

I went to Oregon City yesterday in company with the District Engineer and took that matter up with the County Court. I find that the spring at the time the road was graded was properly protected by enclosing the same in a concrete box with a concrete cover.

The fact that no water is coming from the spring through the pipe arranged to carry the same may be due to stoppage in the pipe, or to a breaking of the pipe.

Arrangements have now been made to ascertain what the difficulty is, and eliminate it, and as soon as the matter has been cleared up under the direction of the engineer I will write you again.

Yours very truly,

JMD:AF

Assistant Attorney General.

X49

December 17, 1920

Bureau of Public Roads,
Portland, Oregon.

Attention Mr. C. L. McKesson.

Gentlemen:

Referring to yours of December 10th regarding laying of pavement on the Oregon City-Oswego project, Oregon Federal Aid Project No. 49, I desire to confirm verbal advice to Mr. McKesson that a decision had been made some days before receipt of your letter to abandon all effort to lay any pavement on this project this fall and instructions to that effect have since been issued to our Resident Engineer, Mr. Young. Grading work will, however, be pushed to completion at the earliest possible moment in order that new grade may have the full advantage of settling conditions during the winter.

Yours truly,

HERBERT NUNN,
State Highway Engineer.

By

Division Engineer.

WDC:LM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST-OFFICE BUILDING
PORTLAND, OREGON

December 10, 1920.

State Highway Commission,
Salem,
Ore.

ANSWERED
W. D. CLARKE

Gentlemen:-

We note that preparations are being made to attempt to lay concrete on the Oregon City-Oswego project, Oregon Federal Aid project #49.

We realize the importance of this road but it seems more or less hazardous to attempt to construct any pavement so late in the season. The rains are now almost constant and the possibility of severe freezing weather is not at all remote. Even with the precautions which Mr. Young assures us are to be taken to prevent freezing, a repetition of last winter's storm would doubtless result in the loss of much pavement.

We would suggest that the grade be put in the best possible condition for traffic and that paving be deferred until the danger of freezing is past. It will then be possible to pave in two strips as was originally planned without entirely closing the road to traffic.

Yours very truly,

C J McKesson
Acting District Engineer.

W./

CR49

WILLIAM I. HARRISON
ATTORNEY AND COUNSELOR AT LAW
WILCOX BUILDING
PORTLAND, OREGON

December 10, 1920.

Mr. Herbert Nunn,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Mrs. N. V. Johnson, of Portland, Oregon, is the owner of a tract of land 303 feet in length and 100 feet in width, abutting on the county highway between Oswego and Portland, and about 100 yards south of the Multnomah county line. On her property is a spring and reservoir, from which eleven families between the Southern Pacific tracks and the river take water. The Southern Pacific water tank is also fed by the spring. The enclosed rough sketch will show the situation of this property.

In constructing the highway, in order to make a fill, and possibly straighten the road, near this spring crushed rock and boulders have been thrown into this fill, and one large boulder has rolled down and broken the reservoir. The pipes leading from the spring to the reservoir are entirely covered, and as a consequence the only water obtainable since the filling of the spring is the valley surface water. The water users of course are making a very serious protest, threatening suits against Mrs. Johnson, and also threatening to have the matter submitted to the State Board of Health.

I took the subject up with Mr. Yeon, and he advised me to place the facts, together with a sketch of the property, before you, with a view to having restitution made. I think possibly before the work is completed, if the pavement has not yet been put in, the spring might be walled up, with concrete top and sides, so that the flow of water would not be seriously affected.

Kindly let me hear from you, at your earliest convenience, with regard to what recourse my client has in the way of restitution or solution of this problem.

Yours very truly,

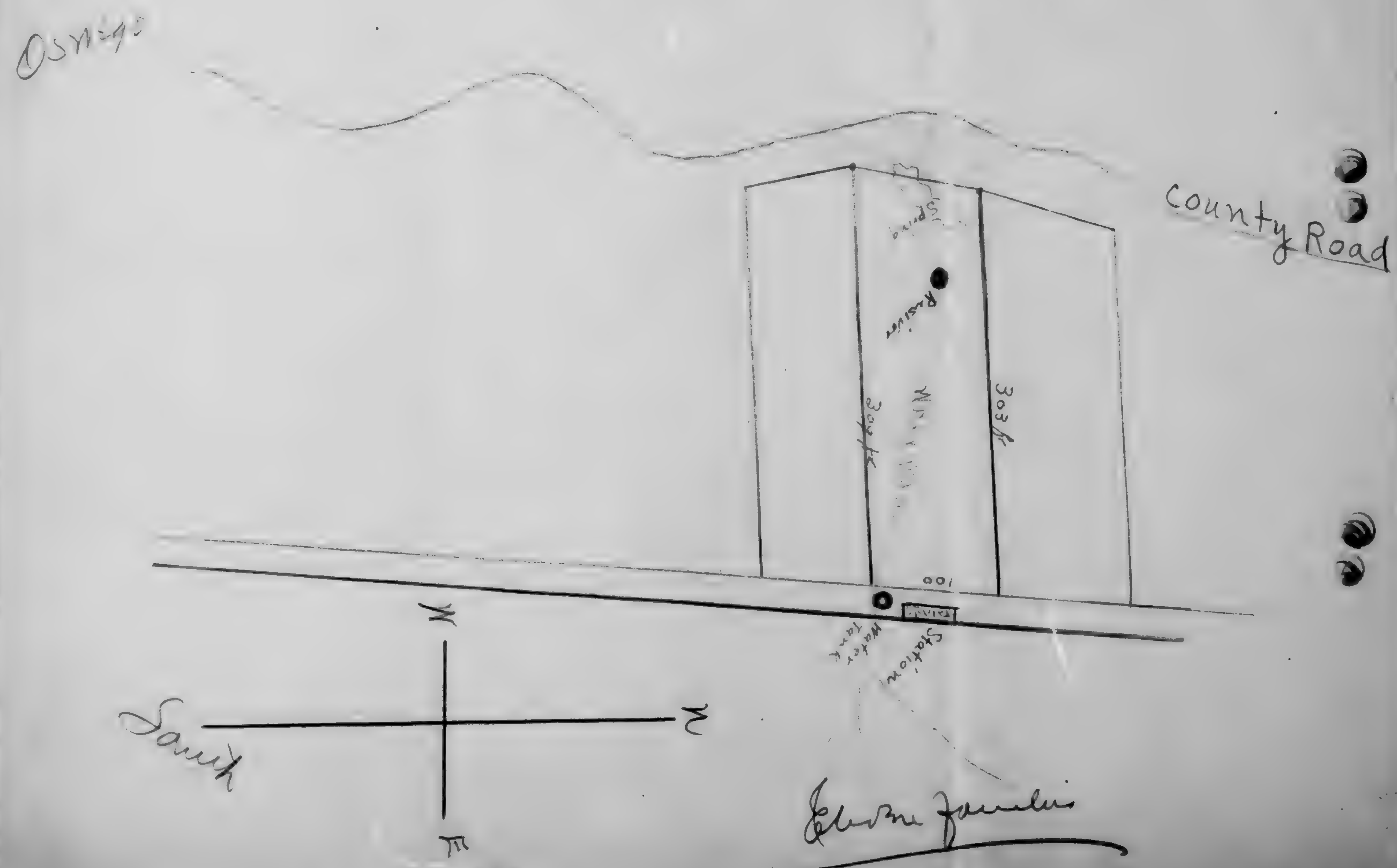
WIH:HMA

Two enclosures

WDC

PR&Ry

Original



[illegible] 5M-12-19

S. [illegible]NSON, PORTLAND, CHAIRMAN
R. A. BOOTH, EUGENE
ED E. KIDDLE, ISLAND CITY
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 4

November 16, 1920

Portland Gas & Coke Co.,
Gasco Bld'g.,
Portland, Oregon.

Gentlemen:

This is to advise you, and you are hereby notified:

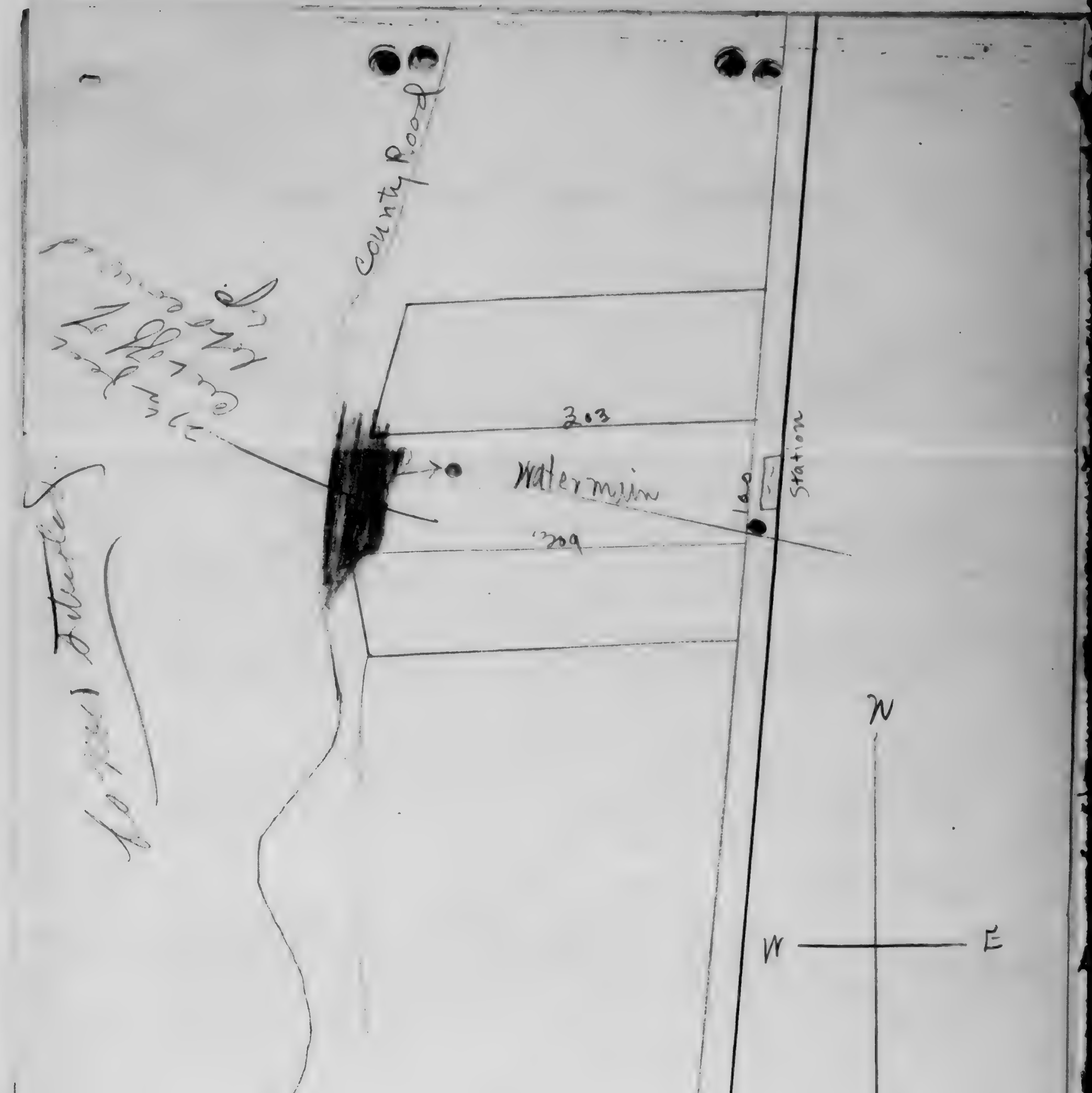
That there has been installed, and is now being maintained by the Portland Gas & Coke Company, a pipe line, or lines, over one of the public highways of the State of Oregon, to-wit: the public highway in Clackamas County between the city of Oswego and the Multnomah County Line.

That the said highway is now being permanently improved by Clackamas County and the State Highway Commission under and by virtue of the provisions of Chapter 237 of the Laws of Oregon for 1917, and Chapter 423 of the Laws of Oregon for 1917, and subsequent, kindred and related statutory enactments.

That the type of improvement and construction of said highway consists in regrading said highway and in placing thereon a concrete pavement. The width of said highway and the portions thereof now being improved, will, when completed, be of such extent and character that the pipe line of the said Portland Gas & Coke Company now occupying said highway, will be within the limits and boundaries of the said concrete pavement.

You are further notified and advised that if said pipe line is permitted to remain in its present position on said highway, and is permitted to be covered with the said concrete pavement, and subsequently it becomes necessary for the said Portland Gas & Coke Company to excavate for the purpose of repairing said pipe line, or for other purposes, that such excavation will seriously and permanently disturb and damage the said pavement, and by reason of said facts it is the opinion of the engineers of the Oregon State Highway Commission that said pipe line should be taken up and relocated so that the same will occupy a position on said highway not effected by, or covered by, said concrete pavement.

You are further notified and advised that should the said pipe line, or lines, be left and permitted to remain in their present position, and be permitted to be covered by the said concrete pavement, and thereafter the said Portland Gas & Coke Company find it necessary, for the purpose of making repairs, or otherwise, to excavate and uncover said pipe line, that such effort or attempt will be resisted by the State, through the State Highway Commission, on the ground and for the reason that any such excavation or other disturbance of said concrete


County Road
303
Water main
309
100
Station
Fisheries
N
W
E
South

OMMISSIONERS

ND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

pavement will seriously damage, injure and destroy said pavement.

This notice is given and served upon the above mentioned Portland Gas & Coke Company so that said Company may have an opportunity to remove or otherwise care for and protect its pipe line before said pavement is laid, and so that the said Portland Gas & Coke Company shall have notice that any effort or attempt to disturb, remove, cut, or tunnel under said pavement for the purpose of reaching said pipe line will be strenuously resisted.

Dated this 20 Day of November, 1920.

STATE HIGHWAY COMMISSION

Attest:

By ______________________
Chairman

Herbert Nunn
State Highway Engineer.

Commissioner

Roy A. Klein
Secretary to the Highway Commission.

Ed. E. Kiddle
Commissioner

Notice not served on Gas Co.
RAK.

STATE OF OREGON
LEGAL DEPARTMENT
SALEM

PR
49

November 17, 1920

Hon. R. A. Booth,
Highway Commissioner,
Eugene, Ore.

Dear Mr. Booth:

My attention has been called to the fact that some four years ago the Clackamas County Court gave the Portland Gas & Coke Company a franchise by which the Company was permitted to occupy a portion of the highway between Oregon City and the Multnomah County line upon and under which to install its pipe line.

The only reservation or restriction which the County reserved for its protection is that when improvement is to be done on the highway the Company can be required to place its pipes at least two feet below the surface of the highway.

Our engineers think that the pipe should be moved and re-laid so that it will be outside the boundaries of the concrete pavement. The Company refuses to do this unless either the County or the State stands a portion of the expense. I advised the Company that I could not advise the Commission that it would be a legitimate expenditure of state funds to do so.

I am now suggesting that the Company be notified of the contemplated improvement, and be given an opportunity to move their pipe, and should they fail to do so the Commission will resist any effort to disturb the concrete pavement later on, on the ground that such disturbance would seriously injure and permanently damage the type of pavement now being laid on that highway.

I took the matter up personally with the officers of the Company, and told them that I was going to recommend to the Commission that such notice be served. I anticipate that if the Company does not move its pipe now, and the State resists any effort to disturb the pavement later, that the Company will abandon its present pipe line and lay a new line of pipe outside of the improved highway. My purpose in recommending the service of this notice is simply to lay a foundation so that the State will be in a position to resist interference with its pavement. If my suggestion meets with your approval will you kindly sign this notice and then mail it to Mr. Kiddle with any comment you have to make?

Yours very truly,

J M Devers
Assistant Attorney General.

JMD:AF
Enc. 1

NSON, PORTLAND, CHAIRMAN
W. L[illegible]HOMPSON, PENDLETON
R. A. BOOTH, EUGENE
} COMMISSIONERS

ROY A. KLEIN, SECRETARY AND ASSISTANT ENGINEER

HERBERT NUNN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF R. A. BOOTH, COMMISSIONER
EUGENE, OREGON

P R
x9

November 23, 1920.

Mr.J.M.Devers,

Salem,Ore.

Dear Sir:

I have your favor of November 17th, enclosing notice to the Portland Gas & Coke Co. I have signed the same and forwarded it, with your letter, to Mr.Kiddle for his signature.

This appears to me to be quite a grave matter and I think should be brought to the attention of the Commission at its next meeting, that we may all share the responsibility.

Yours truly,

R.A.Booth

rab/end

Copy [illegible]ate Highway Department

OREGON

1920

B-1.

October 29, 1920.

Mr. C. H. Purcell,
U. S. District Engineer,
Post Office Building,
Portland, Oregon.

Dear Sir:

On October 27, 1920, the Acting Secretary of Agriculture approved Oregon project statement No. 49, involving the improvement of 5.7 miles of the Oregon City-Multnomah County line Section of Pacific Highway in Clackamas County, at an estimated cost of $242,783.75, and on which Federal Aid is requested to the extent of $114,000.00.

Very truly yours,

re the

Chief Engineer.

LEB/fm

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.......

POST OFFICE BUILDING,
PORTLAND, OREG.

October 16, 1920.

Oregon City - Canby

RECEIVED
OCT 18 1920
STATE HIGHWAY ENGINEER

State Highway Commission,
Salem,
Ore.

Re Oregon Fed. Aid project #49.

F.A. #49

Gentlemen:-

In the Special Provisions submitted for above project we note that Sandy River sand is specified on page 3. While in this particular case it is likely that Sandy River sand can be had at as low a price as any other suitable material, we do not believe it is policy to specify the source of sand where the quality is thoroughly and definitely specified as in this case. Sand which, in its natural state or with washing, will comply with the specification requirements as to grading, freedom from vegetable matter and silt, and which will meet the strength ratio requirements, is satisfactory for concrete paving regardless of the source.

We would therefore request that reference to source be omitted where concrete sand is specified on other Federal Aid projects in order to secure the fullest and freest competition amongst contractors.

Very truly yours,

C H Purcell

District Engineer.

October 8th, 1920.

Mr. C. H. Purcell,
District Engineer, File PR-49
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We have your letter of Oct. 4th with reference to specifications for broken stone sub-base course as run in connection with our call for bids under Federal Aid Project No. 49.

You will recall that at the time the specifications for this job were prepared the understanding was that the Government would not co-operate in the cost of construction. We did not attempt, therefore, to have the specification for this job conform with the requirements of your office. When it was later agreed that Federal Co-operation would be granted, it was too late to make any change in the details of the specifications. Further, too, the fact that we had substituted a specification for sub-base somewhat different than the specification more or less tentatively agreed upon as standard for Federal Aid Projects, was overlooked when co-operation was finally agreed upon, and it was for this reason that your attention was not called to the change.

We have noted your statement to the effect that you would not wish to approve specifications calling for a dry rock sub-base under our bituminous base pavement. In view of this, we are willing to specify a waterbound sub-base course for use in connection with Federal Aid Projects.

The sub-base specification recommended by your Mr. McKesson calls for rock from 2 to 3 inches in size as the main body of the course, this to be filled with material from 1 inch to dust. This specification is good and would work out very nicely where a new sub-base course not less than four inches in thickness is to be constructed. On many of our projects, however, we do not consider that it is necessary to construct a full four-inch sub-base course, in many instances where a good macadam is already in place, there are places where the sub-base course should be cut to a thin top dressing. We believe, therefore, that our specification for sub-base should provide some means by which we can take care of this necessary variation in thickness. It hardly seems practicable to specify two different gradings, and for that reason, we are inclined to believe that we should specify a smaller sized material for the sub-base course, possibly allowing the contractor to use material up to three inches on new sub-grade, and where a four-inch course is required.

We desire, therefore, to specify material from 3/4 to 1½ for the main body of the sub-base course, this to be filled with Screenings 1/2 inch to dust. Otherwise the construction of the sub-base course would be the same as that tentatively approved by Mr. McKesson.

Please give this matter consideration and let us have an expression of your opinion.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SH:ET

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No......

POST OFFICE BUILDING,
PORTLAND, OREG.

October 4, 1920.

State Highway Commission,
Salem,
Ore.

Re Oregon Federal Aid project #49.

Gentlemen:-

A review of the Special Provisions submitted for Oregon Federal Aid project No. 49 discloses the fact that a rather important change was made in the section covering broken stone sub-base after the specifications had been discussed and agreed upon by Mr. Probert of your office and Mr. McKesson for this Bureau. We would have appreciated your calling our attention to this change when you submitted the specifications.

As the contract has been awarded for concrete pavement the section of the specifications in question will not now apply to this project, but as it is intended to use these specifications on other projects soon to come, we believe this feature should be cleared.

The specifications as originally written and tentatively agreed upon provided for a four inch water bound macadam sub-base. The specification as submitted provides for an indefinite thickness of crusher run of broken stone and screenings all passing a 1½ inch screen, this material to be spread, rolled dry and then protected until surfaced.

This latter type of construction we believe to have very much less supporting strength than a good water bound macadam sub-base. On broken stone surfacing projects where loose material is to be placed and compacted under traffic the use of fine broken stone is found to be very satisfactory, but in this type of construction the constant abrasive action of traffic, repeated dragging and rain or watering are essential to produce a hard smooth surface. Such material placed in one layer and then rolled dry would not be locked or "set up" and we believe would be little better than the loose stone base heretofore used. If such a sub-base could be opened to traffic and carefully maintained with the desired cross section until thoroughly compacted its supporting strength would likely be as great as that of a properly constructed water bound macadam. This is not feasible under average conditions.

On broken stone jobs it has been found very desirable to place the broken stone in two layers with material from 3/4" to 1½" in the bottom course and the finer stone and screenings on top. If this had been provided for and if the material was then to be rolled and watered until compacted, fair results might be expected.

On broken stone surfacing jobs the presence of coarse stone (up to 3") is objectionable because such stone comes to the top and results in a rough wearing surface. In a sub-base which is protected by the pavement from traffic coarser stone does not present the same difficulties and a macadam composed of 2" to 3" stone rolled and locked up and then filled with screenings would be believe provide a much more stable foundation for a pavement.

As we now view the matter we do not believe that this office could recommend the specifications for broken stone sub-base in their present form.

We shall be pleased to hear from you further in this matter.

Very truly yours,

C L McKesson

Acting District Engineer.

ANSWERED

Sept. 22, 1920.

File F.A. #49

Mr. F. T. Young,
Res. Engr.,
Oregon City, Ore.

Dear Sir:

The Bureau of Public Roads has agreed to co-operate with the Highway Commission in the Paving of the Oregon City-Multnomah County Line Section. It will therefore be necessary that plans for this project be prepared in accordance with the requirements of the Bureau of Public Roads as outlined on pages 98 to 103 of our "Manual of Instructions to Employees." You will therefore please submit at your earliest convenience maps and profiles of this section showing alignment and grades as constructed. We should also be supplied with typical sections of the roadbed as constructed in fill and cut.

The Bureau of Public Roads will require that some changes be made in the alignment between Tryon Creek and the Multnomah County Line, and they may also require the elimination of the 5% grades north of Sucker Creek. These matters will probably be taken up in the field by Mr. Clarke ans Mr. McKesson sometime this week. If a settlement of these features is reached before your maps and profiles are submitted, the proposed changes should be indicated thereon. and we should have cross-sections and estimates for all grading work to be done.

The tracings for the Federal Aid plans will be prepared in this office from the detailed information submitted by you.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

SHP:T

OSWEGO, OREGON

427 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

OSWEGO MANUFACTURING COMPANY
LOCO LAWN SPRINKLERS

427 Railway Exchange Building
Portland, Oregon, Sept. 20, 19120

State Highway Commission,
Salem, Oregon.

REFERRED TO
RGK
BY H. N.

Gentlemen:-

The citizens of Oswego very much appreciate the decision of the Commission to proceed with the pavement of the highway between Multnomah County Line and Oregon City this year, as petitioned for at our meeting early in August. We also appreciate the difficulties likely to be encountered in carrying on this work during the fall and winter but feel that there will be sufficient good weather to allow the pavement to be done if the contractor is not too closely limited as to time. The grading now under way near Oswego presents at this time another situation. While it is an extreme inconvenience to the people of Oswego and vicinity to have the highway blocked by the present grading operations, they are willing to be patient about that, in view of the possibility of having the highway permanently paved in the near future. During these highway operations however the detour by way of the Boone's Ferry Road is causing concern. There appears to be a very short section of this detour in very bad condition and as everything at Oswego from the oil tanks to the bread wagons depends upon this detour it is of course an important matter. We know the highway commission is not responsible for the condition of the detour road but it may be that the highway commission would have more influence with the Clackamas County court in the matter than the citizens of Oswego would and if entirely consistent we would very much like to have you do what you can to have some immediate work done on the worst places in the Boone's Ferry road which is required to reach Oswego.

We would not be so much concerned about this but the entire traffic to and from Oswego depends just now on this road.

Very respectfully yours,

Secretary of Good Roads
Committee.

P.S. The road is all in good shape save and except about 350 ft at the extreme west end of the Oswego road where it intersects the Boone's Ferry road.

[illegible].C.

SEP [illegible] 1920

WHEREAS, that section of the Pacific Highway between Portland and Oregon City by way of Oswego is shorter and more direct, passes through less congestion, has superior scenic attractions and is more serviceable in every respect than any other route, not only for through traffic but for local use, and

WHEREAS, said highway has long since been hard surfaced from Portland south to the Clackamas County line where the pavement ends abruptly, leaving this important highway in deplorable condition for approximately one-half its length, causing excessive damage to vehicles, delay and diversion of traffic and injury to business, and

WHEREAS, the importance of the aforesaid highway to the general public and the rights of the communities and citizens served thereby, together with the economical expenditure of public funds, demand that at least that portion of the aforesaid highway between the Multnomah County line and Oswego be hard surfaced at once.

NOW THEREFORE, BE IT RESOLVED by the citizens of Oswego and vicinity in mass meeting assembled this 9th day of August, 1920 that we do hereby protest to the Honorable Highway Commission against the continued existing condition of that portion of the aforesaid highway between Multnomah County Line and Oswego and appeal to said Highway Commission in the interest of economy and justice, not only to ourselves but to the citizens of other states passing over the aforesaid highway that it be paved at once.

AND BE IT FURTHER RESOLVED that this meeting resolve itself into a Good Roads Club to meet from time to time at the call of the Chairman for the purpose of furthering the improvement of the highways and roads in the vicinity of Oswego.

AND BE IT FURTHER RESOLVED, that a committee be appointed with full power to draft and present resolutions to the Honorable Highway Commission, and that the aforesaid committee endeavor to persuade the Commission that the proper thing to do is to pave this highway between Oswego and Multnomah County line without further delay.

T. R. Clinefelter,
Chairman

Edward W. Cousin
Secretary

Committee

H.L.Shepard, Chairman
F. Huffman
W.H.Gray
Frank McFarland

Edward A.Maclean
Mrs.E.H.Chapin
Mrs.John Banks
Edward E.Cousin, Secretary

Oswego, Oregon, August 9,1920

Sept. 20, 1920.

Mr. C. H. Purcell, File PR-49
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

We are sending you herewith an unsigned copy of the project statement requesting Federal Co-operation in connection with the paving of the Oregon City-Multnomah County Line Section of the Pacific Highway, to which project we have assigned the No. 49. Original and duplicate copies of this statement will be signed by the State Highway Commission at their next meeting on Sept. 28th and will be immediately forwarded to you.

You will note that the estimated cost of this work is $48,433.77 per mile. We are therefore requesting the Federal Co-operation on the basis of $20,000.00 per mile.

We are also sending to you under separate cover five copies of the special provisions and special specifications for this project. We believe that you have already been advised that bids for this work will be received by the State Highway Commission on Sept. 28th, 1920.

Very truly yours,

HERBERT NUNN,
State Highway Engineer,

By

Office Engineer.

Dictated by SHP
ET
Enc.

State Oregon

Project No. 49
(Not to be filled in.)

Form P R 1. 1
Bureau of Public Roads
U. S. Dept. of Agr.

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916, AND AMENDED BY ACT APPROVED FEBRUARY 28, 1919.

(Date) September 17, 1920.

THE SECRETARY OF AGRICULTURE,
Washington, D. C

Sir:

The State of Oregon, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat. 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission constituting the State Highway Department of said State, this project statement for the rural post road herein described, which it is proposed to construct under the provisions of said Act and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Act. The work will be done under the direct supervision of the State Highway Department under authority of State and Federal Cooperative Road Bonding Acts, Laws of 1917 and 1920
(Cite statutes and resolutions or orders giving Highway Department jurisdiction.)
, in strict conformity to the provisions of the said Act and to said Rules and Regulations. After construction of the said road it will be properly maintained by State assumes responsibility for maintenance.

1. Local name of road Oregon City-Multnomah County Line Section of Pacific Highway.
2. Located between Oregon City and Multnomah Co. Line, County of Clackamas.
3. Points of beginning and ending Begins 3,000 ft. west of west end of Oregon City Bridge, Ends at Multnomah-Clackamas County Line.
4. Length in miles (gross) 5.7 (net) 5.7

Note.—In preparing the Project Statement attention is directed to the Rules and Regulations. In all cases a sketch plan shall accompany statement.

9—4256

5. Miles of project used as post route ---; miles not used as post route 5.7

6. If a major portion of the project is not a post route, or if the project is not a "connecting link," give the facts showing the general status along the entire project as follows: Whether the country is thickly or sparsely settled; if the latter, the probability of increased settlement; the purposes for which the contiguous lands are used, their fertility and general character; whether desired for and capable of more intensive development; and such further facts as will tend to show the general character of the community in which the road is located and the need for and desirability of constructing or improving the same.

This road is chiefly important as a part of the most important State Highway in Oregon and as a connecting road between the City of Portland and the city of Oregon City. Oregon City is only fifteen miles from Portland, has a population of about ten thousand, and is a manufacturing city. There will be a very heavy inter-city traffic over this route as soon as the proposed improvement is completed.

(Use additional sheets, if necessary, and indicate the sections referred to by same letters as on sketch map.)

7. Places on the project having a population of 2,500 or more as shown by the latest Federal census and mileage of each None.

8. Tolls collected on roads or bridges on this project, if any None.

9. Is project part of State's five-year program heretofore submitted? Yes.

10. Purpose project will serve and relation it bears to the road system of the State. (See Reg. 3, Sec. 1, and Reg. 4, Sec. 1.) Is a link in the Pacific Highway, the most important state and inter-state highway on the Pacific Coast.

11. Improved roads adjacent or contiguous and type of each Connects with paved highway into Portland and macadam road into Oregon City.

(Give distinguishing marks to identify on sketch map.)

12. Through traffic, approximate average daily number of (*a*) trucks 4, (*b*) passenger motor vehicles 20, and (*c*) horse-drawn vehicles 2

13. Local traffic, approximate average daily number of (*a*) trucks 10, (*b*) passenger motor vehicles 100, and (*c*) horse-drawn vehicles 10

14. Description and present condition of traveled way Graded to high standards, macadamized about one-half of length. New grade not passable in winter.

15. Proposed width of surfacing 18; feet between ditches 22; approximate maximum gradient 6 per cent.

16. Proposed type of construction 7" Concrete or 5" Bituminous Concrete on Rock Base.

17. Location, nature, and extent of deposits of local materials suitable for use on this project

Rock and gravel available with short average hauls.

(Where practicable show by distinguishing marks on sketch map.)

18. Location and length of each bridge to be built or rebuilt requiring a length of more than 20 feet None

(Designate each by the same distinguishing marks as on sketch map.)

19. State's share of cost of construction will be provided by State of Oregon

(State or (and) county.)

20. Amount of funds which ~~are~~ will be available for construction: (a) State ~~$162,072.50~~ $128,783.75

Sale of Bonds Authorized.

(Amount.) (Source; refer to statute.)

(b) County None

(Amount.) (Source; refer to statute.)

21. Funds for maintenance to be provided by

(State or (and) county.)

from the following sources:

RESOLUTION

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Section 5, Article 2, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress, and under Section 2, Article 2 of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Section 13, Article 2 of the same chapter, the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways,

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the state of Oregon and the Federal Aid Road Act, and any other Federal Law that may have been, or may be, enacted to further road improvement in the State of Oregon.

I, Roy A. Klein, duly appointed Secretary for the Oregon State Highway Commission, hereby certify that the above resolution was unanimously adopted by the Oregon State Highway Commission, at its regular meeting held at Salem, Oregon, on August 7, 1917, all members being present and voting, and at a special meeting held in Portland on September 25, 1917, a majority being present and voting, when an amendment was made to the original resolution to make it read as above.

ROY A. KLEIN

Secretary.

Department respecting the State funds which are or will be available for construction

23. List of attached or previously submitted certified copies of resolutions or orders by the county or other local subdivision of the State respecting the funds which are or will be available for construction and maintenance. (See Sec. 5, Reg. 4)

24. List of forms of the contract and of the contractor's bond attached hereto or previously submitted and proposed to be used in connection with this project

Oregon State standard forms of contract and contractor's bond will be used.

8—4256

25. Reconnaissance estimate of cost of project:

Made by S. M. Probert Date September 17, 1920.

Approximate Quantity.	Unit.	Item.	Price.		Amount.	
	Cu. yds	Excavation, % rock				
	Sq. yds	Surfacing of				
6,500	Cu.yds	Common Excavation		80	$ 5,200	00
1,500	"	Solid Rock Excavation	2	50	3,750	00
5,000	"	Overhaul		05	250	00
60,500	Sq.yds	Pavement	3	75	226,875	00
60,000	Lin. ft	Shoulder Construction		10	6,000	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
250	Cu.yds	Rock Shoulder Drains	6	00	1,500	00
1,850	"	Broken Stone for Shoulders	4	00	7,400	00

See revised sheet

Length, 5.7 miles.

Cost, $ 48,433.77 per mile.

Subtotal	$250,975	00
10% Engineering and Contingencies	25,097	50
Total	$276,072	50

This estimate approved by:

(Title) Office Engineer

26. Amount of Federal aid desired $114,000.00

(State in lump sum or percentage, but not both.)

8—4266

25. Reconnaissance estimate of cost of project:

Made by S. H. Probert Date September 20, 1920.

APPROXIMATE QUANTITY.	UNIT.	ITEM.	PRICE.		AMOUNT.	
	Cu. yds.	Excavation, ____ % rock				
	Sq. yds.	Surfacing of				
6,500	Cu yds	Common Excavation	1	08	$ 7,020	00
1,500	"	Solid Rock Excavation	1	65	2,475	00
5,000	Yds Sta	Overhaul		06	300	00
60,500	Sq Yds	Concrete Pavement	3	03	183,315	00
18,000	Lin Ft	Expansion Joints		17	3,060	00
		Structures of 20′ span or under				
		Structures over 20′ span				
		Other items				
157,000	Lbs	Bar Reinforcement		06	9,420	00
8,000	Sq Yds	Placing Pavement in 2 strips		30	2,400	00
1,550	Cu Yds	New Broken Stone	3	95	6,122	50
300	"	Reclaimed Rock & Gravel	1	20	360	00
60,000	Lin Ft	Shoulder Construction		085	5,100	00
250	Cu Yds	Shoulder Drains	4	56	1,140	00

Length, 5.7 miles.

Cost, $ 42,593.64 per mile.

Subtotal	$220,712	50
10% Engineering and Contingencies	22,071	25
Total	$242,783	75

This estimate approved by:

(Title) Office Engineer.

26. Amount of Federal aid desired $114,000.00
(State in lump sum or percentage, but not both.)

8—4256

27. Payment desired on completion or as work progresses as work progresses.

28. Official, officials, or depository authorized by State law to receive public funds of the State or county and designated by the State Highway Department to receive Federal funds for this project

Treasurer of State of Oregon, Salem, Oregon.

29. Additional remarks

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION.
(Official title of Highway Department.)

By

Chairman.
(Title of officer.)

By

Commissioner.
(Title of officer.)

By

Commissioner.
(Title of officer.)

END OF PROJECT
Multnomah Co.
Clackamas Co.

BEGINNING OF PROJECT

CITY
BEGINNING OF PROJECT

PE 49

UNITED STATES DEPARTMENT OF AGRICULTURE.
BUREAU OF PUBLIC ROADS.
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No. Post Roads.

POST OFFICE BUILDING,
PORTLAND, OREG.

RECEIVED
SEP 1

September 10, 1920

Ore City - Mult. Co. line

State Highway Commission,
Salem,
Ore.

Gentlemen:-

An inspection has been made of the Oregon City-Oswego section of the Pacific Highway tentatively submitted by you in a telephone conversation on August 25th for consideration as a Federal Aid project.

This project includes the paving of what will be the most heavily travelled section of the Pacific Highway. We find from inspection that the location just south of Oswego and between Oswego and Portland is of a much lower standard than any project heretofore submitted for our consideration, even for relatively unimportant highways in eastern Oregon.

The northerly half mile or more of the project if improved as at present proposed with a 16 ft. pavement, on a grade of 6½% and with sharp curvature, will, we believe, not only be inadequate but actually dangerous under the heavy traffic which will attempt the use of this road. The sixteen foot width of pavement throughout on this project and a total width of only 20 feet between ditches also seems inadequate for a highway of this importance, in the outskirts of the largest city in the state. The Pacific Highway for several hundred miles has been improved to a very high standard with easy curvature and 5% grades, some of it through very difficult country. On the last and most important section, to lower the high standards maintained throughout the development of this highway, would appear to be a policy open to most serious criticism.

The Act of Congress creating Federal Aid, limits its application to construction which can be classed as a substantial improvement. In this case a sixteen foot pavement on steep grades and with sharp curvature, connecting as it does two manufacturing towns, Oregon City and Oswego, with the metropolis of the state, having a population of nearly 300,000, will undoubtedly be found so inadequate and unsatisfactory for the large volume of passenger and industrial traffic that within a short time the worst sections of this road would probably have to be relocated or another road built adapted to the type and volume of traffic to be cared for. The proposed improvement in such a case could not be considered a "substantial" one.

This office would be glad to recommend this project for Federal Aid provided the improvement can be brought up to the standard as regards grade, width and curvature which we believe the great importance of this road makes imperative. As the project now stands it could not be recommended for approval.

Yours very truly,

C H Purcell

District Engineer.

Post Roads.

September 10, 1920.

16 1920

State Highway Commission,
Salem,
Ore.

Gentlemen:-

An inspection has been made of the Oregon City-Oswego section of the Pacific Highway tentatively submitted by you in a telephone conversation on August 25th for consideration as a Federal Aid project.

This project includes the paving of what will be the most heavily traveled section of the Pacific Highway. We find from inspection that the location just south of Oswego and between Oswego and Portland is of a much lower standard than any project heretofore submitted for our consideration, even for relatively unimportant highways in eastern Oregon.

The northerly half mile or more of the project if improved as at present proposed with a 16 ft. pavement, on a grade of 6½% and with sharp curvatures, will, we believe, not only be inadequate but actually dangerous under the heavy traffic which will attempt the use of this road. The sixteen foot width of pavement throughout on this project and a total width of only 20 feet between ditches also seems inadequate for a highway of this importance, in the outskirts of the largest city in the state. The Pacific Highway for several hundred miles has been improved to a very high standard with easy curvature and 5% grades, some of it through very difficult country. On the last and most important section, to lower the high standards maintained throughout the development of this highway, would appear to be a policy open to most serious criticism.

The Act of Congress creating Federal Aid, limits its application to construction which can be classed as a substantial improvement. In this case a sixteen foot pavement on steep grades and with sharp curvature, connecting as it does two manufacturing towns, Oregon City and Oswego, with the metropolis of the state, having a population of nearly 300,000, will undoubtedly be found so inadequate and unsatisfactory for the large volume of passenger and industrial traffic that within a short time the worst sections of this road would probably have to be relocated or another road built adapted to the type and volume of traffic to be cared for. The proposed improvement in such a case could not be considered a "substantial" one.

This office would be glad to recommend this project for Federal Aid provided the improvement can be brought up to the standard as regards grade, width and curvature which we believe the great importance of this road makes imperative. As the project now stands it could not be recommended for approval.

Yours very truly,

CLMcK/L

C. H. Purcell
District Engineer.

CONTRACT #304
SEE:
CONTRACT #298

304 SEE: Contract 298

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract number

Index:

INDEXING: Begins with: Contract # 236 Ends with: Contract # 304-SEE Contract #298

FLASH CARDS: Begins every new Contract

Remarks:

Reel No. 2 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film MD 5 16mm

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 27 day of Feb., 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott Rhoden